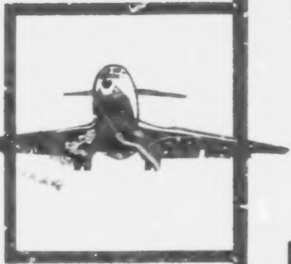
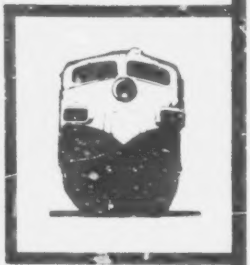


PB86-916920

TD 1.109/15: 86/20

NATIONAL TRANSPORTATION SAFETY BOARD

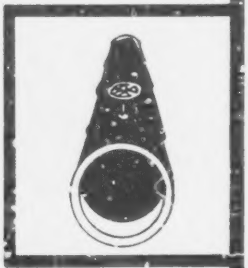


ORIGINAL

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 6 OF 1985 ACCIDENTS



NTSB/AAB-86/20

UNITED STATES GOVERNMENT

BEST COPY AVAILABLE

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-86/20	2. Government Accession No. PB86-916920	3. Recipient's Catalog No.
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1985 - Issue Number 6		5. Report Date July 15, 1986
		6. Performing Organization Code
7. Author(s)		8. Performing Organization Report No.
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No
		11. Contract or Grant No.
		13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1985 in Brief Format
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		14. Sponsoring Agency Code
15. Supplementary Notes		
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1985. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1001 through 1200		
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161

19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 390	22. Price

NTSB Form 1765.2 (Rev. 9/74)

I

BEST COPY AVAILABLE

FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board
Public Inquiries Section, AD-46
800 Independence Avenue, S. W.
Washington, D. C. 20594

TABLE OF CONTENTS

Page

Foreword.................. II

Table of Contents.......... IV

Explanatory Notes.......... V

AIRCRAFT ACCIDENTS

File Order Listing......... IX

Briefs of Accidents........ 1-373

DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

Personal

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain those cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 6

CALENDAR YEAR 1985

IX

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1001	93485	042085	SLIDELL, LA	CESSNA	A185F	NONE	154
1002	4991D	062585	HOQUIAM, WA	BELL	UH-1B	FATAL	344
1003	555	052685	TEA, SD	BOEING	A75	SERIOUS	302
1004	4734U	071885	HARRISON, AR	CESSNA	180G	NONE	46
1005	569CB	072085	FOREST CITY, IA	CESSNA	182	MINOR	104
1006	657DH	071485	AMES, IA	DEHAVILLAND	DH 82A	MINOR	102
1007	5984L	063085	GALLUP, NM	AMERICAN	AA-1	SERIOUS	240
1008	7241P	031285	TOLEDO, OH	PIPER	PA-24	FATAL	260
1009	57AE	050685	WEST PALM BCH, FL	BEECH	E18S	MINOR	58
1010	6464L	050285	SUSSEX, WI	CESSNA	152	NONE	356
1010	5182C	050285	SUSSEX, WI	BEECH	B35	NONE	354
1011	15880	040285	CORONA, CA	CESSNA	150L	FATAL	50
1013	6436N	040185	RIESEL, TX	CESSNA	T210N	FATAL	314
1015	773WW	041685	PRESTONBURG, KY	BELL	206L-1	SERIOUS	150
1016	9442S	050285	JACKSONVILLE, FL	BEECH	95-C55	SERIOUS	62
1017	5685B	042685	PITTSTOWN, NJ	CESSNA	182	MINOR	230
1018	5700	033185	RED HOOK, NY	BAINBRIDGE	JODEL F-12	NONE	252
1018	22630	033185	RED HOOK, NY	PIPER	PA-28R-201	NONE	250
1019	1967D	042785	TAMPA, FL	BEECH	C35	FATAL	60
1020	953D	031785	ENHOUSE, TX	UNIVERSAL ST	108	FATAL	312
1022	3550N	042285	SALLISAW, OK	PIPER	PA-31-350	NONE	270
1023	9381G	073085	CLANTON, AL	CESSNA	A188B	NONE	38
1024	8472T	071485	LUGOFF, SC	CESSNA	182C	NONE	298
1025	6393L	063085	HATTERAS, NC	AMERICAN	AA-1A	MINOR	210
1026	2580F	041485	CASVILLE JUCT, NC	CHAMPION	7GCAA	MINOR	208

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1027	1522Z	071485	SALINA, KS	BEECH	95-A55	NONE	144
1028	5424W	071585	SPRINGFIELD, MO	PIPER	PA-28	NONE	192
1029	11152	072085	LEE'S SUMMIT, MO	CESSNA	150L	SERIOUS	194
1030	9973Q	072785	NORTH LOUP, NE	PIPER	PA-18	FATAL	218
1031	6939N	070485	ELDON, MO	CESSNA	210	NONE	190
1032	98343	062985	HAYS, KS	PIPER	PA-28-140	NONE	14[illegible]
1033	95162	070185	CEDAR RAPIDS, IA	TAYLORCRAFT	BC12-D	NONE	100
1034	8654N	070385	POINT LOOKOUT, MO	PIPER	PA-32-300	NONE	188
1035	32JG	072485	FENTON, MO	JAMES GRESS	QUICKIE	MINOR	196
1036	68777	071585	HARRISON, AR	CESSNA	152	NONE	44
1037	9C962	041385	MANSFIELD, MA	BLANIK	L-13	NONE	162
1038	97700	032385	FAIRFIELD, PA	CESSNA	182	MINOR	280
1039	9210H	071485	PROVINCETOWN, MA	PIPER	PA-32R-301	NONE	168
1040	64180	051585	JEKYLL ISLAND, GA	CESSNA	152	NONE	92
1041	758AE	050385	PEMBROKE PINES, FL	CESSNA	R172K	MINOR	64
1042	54550	050785	WINTER HAVEN, FL	CESSNA	305A	NONE	70
1042	40EE	050785	WINTER HAVEN, FL	SCHEMPP-HIRT	VENTUS-B	NONE	72
1043	2135A	040785	PORT HURON, MI	PIPER	PA-32RT-30	MINOR	180
1044	43871	033085	ORANGE, MA	TAYLORCRAFT	BC12-D	NONE	158
1045	4034N	050885	LATROBE, PA	CESSNA	140	NONE	284
1046	41699	051185	STUART, FL	BELLANCA	7GCBC	NONE	74
1047	7315D	051285	FORT PIERCE, FL	PIPER	PA-22-150	NONE	76
1048	386X	033185	PITTSFIELD MA	MAULE	M-5-235C	NONE	160
1050	403DC	052085	DULUTH, GA	BELL	206L	FATAL	94
1051	2903R	050685	PALM CITY, FL	CESSNA	310G	NONE	66

BEST COPY AVAILABLE

BEST COPY AVAILABLE

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1052	13572	092085	BOISE, ID	WACO	UIC	NONE	116
1053	93180	071185	BIG LAKE, AK	CESSNA	152	NONE	12
1054	6464R	020985	LAWRENCEVILLE, IL	CESSNA	172RG	NONE	120
1055	9937Y	072985	GRAND ISLAND, NE	CHAMPION	7GCB	NONE	222
1056	2276Y	052685	SELMA, OR	CESSNA	177	FATAL	272
1057	8089C	072785	LEON, IA	PIPER	PA-28-181	NONE	106
1058	6598V	072885	COZAD, NE	BELLANCA	17-31A	MINOR	220
1059	3164C	072985	AMES, IA	CESSNA	180	NONE	108
1060	54666	080385	CAPE GIRARDEAU, MO	CESSNA	172	NONE	198
1061	5652W	061485	ONTARIO, OR	MAULE	M-5-180C	NONE	276
1062	64LW	082885	BONNER'S FERRY, ID	WELCH	AVID FLYER	NONE	114
1063	10647	081385	BELLINGHAM, WA	CESSNA	150L	NONE	352
1064	1935Z	072085	CHESAW, WA	CESSNA	150C	NONE	350
1065	2377J	091085	WINNEMUCCA, NV	BEECH	A23	SERIOUS	248
1066	62744	031485	KOYUKUK, AK	PIPER	PA-18	FATAL	4
1067	51566	083185	CAPE YAKATAGA, AK	MAULE	M-5	NONE	22
1068	53286	083185	GOLD KING CREEK, AK	CESSNA	A188B	SERIOUS	20
1069	9164T	071385	BARROW, AK	CESSNA	180	NONE	14
1070	69125	090585	TEA, SD	CESSNA	152	NONE	304
1071	37438	080185	ROCK SPRINGS, WY	INTERSTATE	S-1A	SERIOUS	370
1072	5163E	080885	MULE CREEK JCT, WY	CESSNA	180	NONE	372
1073	10418	073085	MINOT, ND	BELL	47G-4A	NONE	216
1074	633GG	072585	ALAMOSA, CO	GORDON -	THORPE T-1	MINOR	54
1075	66LW	072585	RAWLINS, WY	WOOLSEY	QUICKIE Q2	NONE	368
1076	27696	090885	RAINEY PASS, AK	TAYLORCRAFT	BL-65	MINOR	30

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1077	51369	090285	ANCHORAGE, AK	MAULE	M-5	NONE	24
1078	74924	090285	MCGRATH, AK	PIPER	PA-18-150	NONE	26
1079	997	062285	HEBER CITY, UT	KILLIAN	BRIEGLEB B	FATAL	318
1080	5KB	062985	OAK HARBOR, WA	KIBLER-BEDE	BD-5B	FATAL	348
1081	9257G	080585	DODGE CITY, KS	CESSNA	A188B	SERIOUS	146
1082	8365F	050585	SPOKANE, WA	HUGHES	369D	FATAL	342
1083	11413	012385	WHEELING, IL	CESSNA	150L	NONE	118
1084	1156V	072885	WAYNESVILLE, OH	STINSON	L-5	NONE	266
1085	450Z	070985	ALBEMARLE, NC	WILLIAM G. C	VARI-EZE	NONE	212
1086	12334	071485	STATESVILLE, NC	CESSNA	172 M	NONE	214
1087	2427S	061485	ANDALUSIA, AL	CESSNA	210L	NONE	36
1088	4732	061385	WARM SPRINGS, OR	HILLER	UH-12C	SERIOUS	274
1089	64395	062485	GUSTAVIS, AK	DEHAVILLAND	DHC-2	NONE	8
1091	617CA	022085	HUTCHINSON, KS	BEECH	95-B55	SERIOUS	140
1092	1333X	061185	IDAHO CITY, ID	BELL	47G-3B-1	NONE	112
1093	1773H	060885	GREENFIELD, IN	CESSNA	310C	SERIOUS	136
1094	8243S	040585	SCHAUMBURG, IL	PIPER	PA-28-161	MINOR	122
1095	5544D	042685	LIMA, OH	BEECH	F35	MINOR	262
1096	42722	091285	EAST SWANZEY, NH	PIPER	PA-32-260	NONE	226
1097	4976A	090485	POST MILLS, VT	CESSNA	152A	SERIOUS	340
1098	3319F	082985	DANVILLE, PA	CESSNA	182J	MINOR	292
1099	3380R	082885	BLAIRSTOWN, NJ	CESSNA	182L	NONE	236
1100	7997	060985	KENDRICK, ID	GRUMMAN	G-164A	NONE	110
1102	8804F	060385	OROVADA, NV	EAGLE	DW-1	NONE	244
1103	6987X	062285	IMBLER, OR	CESSNA	172B	NONE	278

BEST COPY AVAILABLE

BEST COPY AVAILABLE

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1104	16688	062585	BELLEVUE, WA	PIPER	PA-18	NONE	346
1105	17351	081085	VERSAILLES, MO	RYAN AERONAU	ST-A	FATAL	200
1106	6164N	011585	STUART, FL	CESSNA	210M	NONE	58
1107	71909	051585	ASTATULA, FL	SILVAIR	LUSCOMBE 8	FATAL	80
1108	66892	051785	LATROBE, PA	PIPER	PA-31-350	SERIOUS	290
1109	49164	111085	KNOXVILLE, TN	CESSNA	152	NONE	306
1110	62344	030185	TUCSON, AZ	CESSNA	172	NONE	48
1111	6114M	050385	ERIE, PA	STINSON	108-3	MINOR	282
1112	29931	070485	DIXON, IL	NORTH AMERIC	AT-6G	MINOR	126
1113	999RH	072485	WORCESTER, MA	PIPER	PA-30	NONE	170
1114	6002P	063085	MORGANTOWN, WV	BEECH	76	SERIOUS	364
1115	21GT	092285	POINT PLEASANT, WV	STARDUSTER	SA-100	MINOR	366
1116	3462M	080885	CAPE MAY, NJ	PIPER	PA-28-161	FATAL	234
1117	5227K	092285	BIRMINGHAM, AL	CESSNA	172P	NONE	42
1118	9465M	050885	MISSING ACFT, OF	CESSNA	210K	FATAL	258
1119	6850U	050485	BAINBRIDGE, GA	MOONEY	M20C	NONE	90
1120	5736K	011885	LOIZA, PR	BELL	206L-1	NONE	294
1121	494BZ	041285	WOODBINE, MD	JASTREB	STANDARD C	SERIOUS	174
1122	704ZS	062585	RUSHVILLE, MO	CESSNA	150M	MINOR	186
1123	1816M	022685	TRAVERSE CITY, MI	BEECH	A36	NONE	178
1124	5356Q	070585	PLAINFIELD, IL	CESSNA	150L	SERIOUS	128
1125	25722	090485	CORDOVA, AK	CESSNA	180F	NONE	28
1126	6201E	052185	MONTICELLO, GA	CESSNA	172N	MINOR	96
1127	3287Z	082185	MILLINOCKET, ME	PIPER	PA-18-95	NONE	176
1128	5405L	081685	MONTGOMERY, NY	GRUMMAN AMER	AA-5	NONE	254

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1129	9826P	041585	DEXTER, MO	PIPER	PA-25-235	SERIOUS	184
1130	8941L	081085	PALISADE, NE	PIPER	PA-25-235	SERIOUS	224
1131	80124	091585	CORDOVA, AK	CESSNA	A185F	NONE	34
1132	5188H	083085	CAPE YAKATAGA, AK	PIPER	PA-14	NONE	18
1133	4112D	012785	SAVOONGA, AK	PIPER	PA-31-350	NONE	2
1134	2490C	091485	TUTNA LAKE, AK	CESSNA	180	NONE	32
1135	40'1M	062985	KENAI, AK	PIPER	PA-12	MINOR	10
1136	91390	061985	THEORDORE RIVER, AK	CESSNA	180H	MINOR	6
1137	369LA	020585	HILO, HI	HUGHES	369D	FATAL	98
1138	9990R	082885	NEWARK, NJ	BEECH	G18S	NONE	238
1141	7012W	030685	GILMER, TX	PIPER	PA-28-180	FATAL	310
1142	4599L	022485	MANASSAS, VA	CESSNA	152	NONE	320
1143	6507B	051485	MORRISTOWN, NJ	CESSNA	152	NONE	232
1144	7485F	051585	STONINGTON, IL	HUGHES	269	NONE	124
1145	962X	080785	TALLULAH, LA	GRUMMAN	G-164A	NONE	156
1146	5252D	071985	BATTLE MOUNTAIN, NV	CESSNA	180G	NONE	246
1148	80830	051585	LAKELAND, FL	CESSNA	421B	NONE	78
1149	4972S	042085	HAMILTON TWNSHP, NJ	CESSNA	R182	FATAL	228
1150	99954	082485	HUNTSVILLE, AL	BLANIK	L-13	MINOR	40
1152	7144Q	081685	LEESBURG, VA	CESSNA	U206	NONE	336
1153	5372B	070685	SANTA TERESA, NM	CESSNA	152	NONE	242
1154	18038	030285	DELAWARE CITY, DE	CESSNA	177	NONE	56
1155	7350N	011985	ABILENE, TX	CESSNA	182Q	SERIOUS	308
1156	6144V	052385	MIDDLETON, WI	BEECH	35-C33	MINOR	358
1157	23388	050385	VALPARAISO, IN	CESSNA	172 M	MINOR	134

BEST COPY AVAILABLE

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1161	6562F	030385	MARTINSBURG, WV	CESSNA	150	MINOR	362
1162	3951U	081785	SEDALIA, MO	BELL	47G-2A	SERIOUS	204
1163	51W	071385	YOUNGSTOWN, OH	BEECH	E18S	NONE	264
1165	510AB	081785	ELMORE, IL	DEHAVILLAND	DH-82A	SERIOUS	130
1166	67182	092485	BREESE, IL	HILLER	UH-12D	NONE	132
1167	13708	072585	BRODHEAD, WI	NEYMAN-PIETE	GN-2	SERIOUS	360
1168	66190	083185	DANBY, VT	CESSNA	150M	FATAL	338
1169	736FG	051085	GLEN CAMPBELL, PA	CESSNA	R172K	NONE	286
1170	7811Y	080585	KODIAK, AK	PIPER	PA-30	FATAL	16
1171	7750N	062085	ORLEANS, IN	PIPER	PA-28-180	SERIOUS	138
1172	1211A	052685	ST.PETERSBURG, FL	PIPER	PA-18	MINOR	86
1173	210JA	051785	ORLANDO, FL	GRUMMAN AMER	AA-5A	NONE	84
1174	65526	042085	GULF OF MEXICO, OF	SIKORSKY	S-58ET	FATAL	256
1175	53633	052885	DAYTONA BEACH, FL	CESSNA	337G	NONE	88
1176	9541L	051785	HIGH SPRINGS, FL	GRUMMAN AMER	AA-5	NONE	82
1177	93V	041985	MIDLAND, TX	CESSNA	210L	NONE	318
1178	3240J	083085	CAMDENTON, MO	CESSNA	150G	NONE	206
1179	737LH	090785	ANDERSON, SC	CESSNA	172N	NONE	300
1181	3550V	051085	HANCOCK, MA	CESSNA	150M	SERIOUS	164
1182	3250K	080885	LEE VINING, CA	RONALD C. RE	LONG EZ	SERIOUS	52
1183	2761W	040585	MITCHELLVILLE, MD	MOONEY	M20E	NONE	172
1184	3950D	030385	WAYNESBORO, VA	CESSNA	182	SERIOUS	322
1185	2401W	051185	TOUGHKENAMON, PA	SCHWEIZER	SGS-1-26B	NONE	238
1186	2878K	030285	HOUMA, LA	CESSNA	180	NONE	152
1187	3071	022785	BETHANY, OK	ROTORWAY AIR	EXEC	NONE	268

File Order Listing - Issue No. 6, 1985

File Number	Aircraft Regist.	Date	Location	Aircraft Make	Aircraft Model	Injury Index	Page
1188	316SR	041385	ALTA VISTA, VA	ROTEC	RALLY 3	NONE	326
1189	2318R	032785	BRIDGEWATER, VA	CESSNA	182G	NONE	324
1190	8579S	050785	WAYNESBORO, VA	CESSNA	182H	NONE	332
1191	5563V	042085	LOVETTSVILLE, VA	SLINGSBY	TYPE 43 SE	MINOR	328
1192	16830	050885	ELKTON, VA	CESSNA	150L	MINOR	334
1193	2034V	050685	CHESAPEAKE, VA	CESSNA	140	NONE	330
1195	70LB	071185	SAVOY, MA	MAULE	MX-7-235	NONE	166
1196	9146F	060785	AIKEN, SC	HUGHES	369HS	NONE	296
1198	6458S	060285	MONTEVIDEO, MN	CESSNA	150H	NONE	182
1199	98251	081085	HAYS, KS	CESSNA	172	NONE	148
1200	4772R	081685	LEE'S SUMMIT, MO	CESSNA	172RG	NONE	202

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 6 OF 1985 ACCIDENTS

BLANK PAGE

BLANK PAGE

BLANK PAGE

```
                    National Transportation Safety Board
                         Washington, D.C. 20594



                            Brief of Accident

   File No. - 1133     1/27/85   SAVOONGA,AK          A/C Reg. No. N4112D           Time (Lcl) - 1330 AST
---------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-COMMUTER                Aircraft Damage                        Injuries
     Name of Carrier          -BERING AIR                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation        -NON SCHED,DOMESTIC,CARGO  Fire                  Crew      0        0        0        1
     Flight Conducted Under   -14 CFR 135                 NONE                 Pass      0        0        0        0
     Accident Occurred During -MANEUVERING
---------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-31-350         Eng Make/Model - LYCOMING TIO-540-J2B     ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-RETRACTABLE    Number Engines -  2                       Stall Warning System - YES
     Max Gross Wt  -    7045                 Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -       8                 Rated Power    -     350 HP
---------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                            Itinerary                                Airport Proximity
     Wx Briefing      - FSS                  Last Departure Point                     OFF AIRPORT/STRIP
       Method         - TELEPHONE              NOME,AK
       Completeness   - FULL                 Destination                            Airport Data
     Basic Weather    - IMC                    SAME AS ACC/INC                        SAVOONGA
       Wind Dir/Speed- CALM                                                           Runway Ident     - 23
       Visibility     -      .500 SM       ATC/Airspace                               Runway Lth/Wid   -  4600/  100
       Lowest Sky/Clouds  -     1000 FT      Type of Flight Plan - VFR                Runway Surface   - GRAVEL
       Lowest Ceiling      -    1000 FT      Type of Clearance   - NONE               Runway Status    - SNOW - DRY
       Obstructions to Vision- UNK/NR        Type Apch/Lndg      - VALLEY/TERRAIN FOLLOWING              SNOW - COMPACTED
       Precipitation       - FREEZING DRIZZLE
       Condition of Light  - DAYLIGHT
---------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                   Age -     29         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)         Biennial Flight Review              Flight Time (Hours)
        ATP                              Current        - YES     Total      -   5950      Last 24 Hrs -       5
        SE LAND,ME LAND                  Months Since   - 2       Make/Model-    2100      Last 30 Days- UNK/NR
                                         Aircraft Type  - PA-34   Instrument-     529      Last 90 Days-     310
                                                                  Multi-Eng -    2858      Rotorcraft  -       4

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING ARRIVAL, HE OVERFLEW THE ARPT & MADE A RIGHT TURN WHILE WATCHING THE VILLAGE. AS HE
MANEUVERED, HE ENCOUNTERED WHITE-OUT CONDITIONS, TURNED TOO FAR & SUBSEQUENTLY COLLIDED WITH RISING TERRAIN. THE
WX OVER THE GENERAL AREA PRIOR TO & AT THE TIME OF THE ACDNT WAS REPORTED AS MARGINAL VFR.

---------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1133   1/27/85   SAVOONGA,AK   A/C Reg. No. N4112D   Time (Lcl) - 1330 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - SNOW
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - WHITEOUT
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - RISING
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1066 3/14/85 KOYUKUK,AK A/C Reg. No. N62744 Time (Lcl) - 1030 AST

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -AERIAL HUNT
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----
Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 2
Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - 8000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
GALENA,AK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Ltn/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 50
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 685
Make/Model- 620
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----
THE PLTS OF N62744 & THREE OTHER ACFT WERE ON AN AERIAL HUNTING FLT. WITNESSES IN TWO OF THE OTHER ACFT STATED THE PLT OF N62744 WAS MANEUVERING NEAR A WOLVERINE, BUT WAS FLYING TOO FAST. HE ANNOUNCED ON THE RADIO THAT HE WAS GOING TO COME BACK FOR ANOTHER PASS. THE ACFT ENTERED A STEEP CLIMBING TURN TO THE LEFT, BUT STALLED AT APRX 150 FT AGL, THEN COLLIDED WITH THE GROUND. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD IMPACTED LEFT WING 1ST, WITH LITTLE OR NO ROTATION. THE PLT/OWNER WAS NOT USING A SHOULDER HARNESS THAT WAS INSTALLED IN THE ACFT.

Brief of Accident (Continued)

File No. - 1066 3/14/85 KOYUKUK,AK A/C Reg. No. N62744 Time (Lcl) - 1030 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. MANEUVER - INITIATED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
6. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - OTHER
7. MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1136       6/19/85    THEORDORE RIVER,AK        A/C Reg. No. N91390             Time (Lcl) - 2230 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                     Fatal   Serious   Minor    None
      Type of Operation           -PERSONAL                     Fire                   Crew       0        0        1        0
      Flight Conducted Under      -14 CFR 91                     NONE                  Pass       0        0        1        2
      Accident Occurred During    -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 180H                   Eng Make/Model - CONTINENTAL IO-470-F     ELT Installed/Activated - YES/NO
      Landing Gear   - FLOAT                         Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2950                       Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -      4                        Rated Power    -     260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing       - TV WX                      Last Departure Point                       OFF AIRPORT/STRIP
        Method          - TV/RADIO                     SAME AS ACC/INC
        Completeness    - WEATHER NOT PERTINENT     Destination                               Airport Data
      Basic Weather     - VMC                          LOWER FIRE LAKE,AK
        Wind Dir/Speed- 150/010 KTS                                                             Runway Ident     - N/A
        Visibility    -     15.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      12000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - WATER
        Lowest Ceiling        - UNK/NR               Type of Clearance   - NONE                 Runway Status    - WATER - CHOPPY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     30             Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
          COMMERCIAL,ATP,CFI                      Current        - UNK/NR   Total      -   3200          Last 24 Hrs -       2
          SE LAND,ME LAND,SE SEA                  Months Since   - UNK/NR   Make/Model- UNK/NR          Last 30 Days-      10
                                                  Aircraft Type  - UNK/NR   Instrument-    200          Last 90 Days- UNK/NR
                                                                            Multi-Eng -   1000          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT LANDED THE FLOAT PLANE ON THE THEORDORE RIVER WHICH HAD A MAXIMUM WIDTH OF ABOUT 90 FT & HAD FEW STRAIGHT
RUNS OF MORE THAN 400 FT. THE RIVER HAD MANY SHARP TURNS, SOME IN EXCESS OF 150 DEGS, & ITS DEPTH WAS AS LOW AS
18 INCHES AT LOW TIDE. THE PLT ELECTED TO TAKEOFF AS THE TIDE WAS RECEDING & THE WATER WAS FLOWING AT 7 TO 9 KTS. HE
STATED THAT HE MISJUDGED THE SPEED OF THE RIVER. WHILE STEP TURNING AROUND A BEND, THE RIGHT WING CONTACKED THE
RIVER BANK & THE ACFT TURNED OVER. THE PLT REPORTED THAT WHEN IMPACT WITH THE RIVER BANK WAS IMMINENT, HE INITIATED
A WATER LOOP TO PREVENT INJURIES.
```

BEST COPY AVAILABLE

File No. - 1136 6/19/85 THEORDORE RIVER,AK A/C Reg. No. N91390 Time (Lcl) - 2230 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. WATER LOOP/SWERVE - INITIATED -
4. TERRAIN CONDITION - DIRT BANK

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1089        6/24/85    GUSTAVIS,AK                 A/C Reg. No. N64395             Time (Lcl) - 1830 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----                                                                      Injuries
     Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage             Fatal   Serious   Minor    None
                                                               SUBSTANTIAL
     Type of Operation          -PERSONAL                     Fire               Crew      0        0        0        1
     Flight Conducted Under     -14 CFR 91                     NONE              Pass      0        0        0        0
     Accident Occurred During   -TAXI
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - DEHAVILLAND DHC-2          Eng Make/Model - P&W R-985                 ELT Installed/Activated - UNK/NR
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                           Stall Warning System - UNK/NR
     Max Gross Wt   -     5,00                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       8                    Rated Power    -     450 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                  Airport Proximity
      Wx Briefing        - UNK/NR                     Last Departure Point                       OFF AIRPORT/STRIP
        Method           - UNK/NR                       SAME AS ACC/INC
        Completeness     - UNK/NR                     Destination                              Airport Data
      Basic Weather      - VMC                          JUNEAU,AK
        Wind Dir/Speed- 220/010 KTS                                                              Runway Ident      - N/A
        Visibility      -    7.0    SM               ATC/Airspace                                Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -        800 FT SCATTERED  Type of Flight Plan  - NONE                Runway Surface    - WATER
        Lowest Ceiling           -  2500 FT BROKEN    Type of Clearance    - NONE                Runway Status     - WATER - CHOPPY
        Obstructions to Vision- NONE                  Type Apch/Lndg       - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -      34                Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL                           Current          - UNK/NR    Total         - UNK/NR        Last 24 Hrs - UNK/NR
          SE LAND,SE SEA                       Months Since     - UNK/NR    Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                               Aircraft Type    - UNK/NR    Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                            Multi-Eng - UNK/NR            Rotorcraft  - UNK/NR

          Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE TAXIING THE FLOAT PLANE IN A GUSTY X-WIND, THE WIND & WATER CURRENT DRIFTED THE ACFT TOWARD A PARKED BOAT.
SUBSEQUENTLY, THE LEFT WING TIP STRUCK THE BOAT & WAS DAMAGED. BUT THERE WAS NO DAMAGE TO THE BOAT.
------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1089 6/24/85 GUSTAVIS,AK A/C Reg. No. N64395 Time (Lcl) - 1830 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. TERRAIN CONDITION - WATER,ROUGH
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. OBJECT - VEHICLE
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

```
                       National Transportation Safety Board
                             Washington, D.C. 20594



                                 Brief of Accident

    File No. - 1135      6/29/85    KENAI,AK          A/C Reg. No. N4011M          Time (Lcl) - 2000 ADT
-----------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                    Injuries
                                                             SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                   Fire                 Crew     0        0        1        0
     Flight Conducted Under     -14 CFR 91                   NONE                Pass     0        0        0        1
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - PIPER PA-12             Eng Make/Model - LYCOMING O-320        ELT Installed/Activated - NO -N/A
     Landing Gear    - TAILWHEEL-ALL FIXED     Number Engines -  1                       Stall Warning System - NO
     Max Gross Wt    -     1750                Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats    -        3                Rated Power     -      150 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----                                        Airport Proximity
   Weather Data                                  Itinerary                           OFF AIRPORT/STRIP
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point
       Method         - N/A                          SEWARD,AK
       Completeness   - N/A                        Destination                    Airport Data
     Basic Weather    - VMC                          NORTH KENAI,AK
       Wind Dir/Speed- CALM                                                          Runway Ident     - N/A
       Visibility      -    20.0    SM           ATC/Airspace                        Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE        Runway Surface   - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE        Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      33               Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                 Current       - UNK/NR     Total      -    520       Last 24 Hrs -        4
         SE LAND                                 Months Since  - UNK/NR     Make/Model-    330       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-      3       Last 90 Days-       30


         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT WHEN HE DEPARTED SEWARD. THE FUEL GAGES INDICATED THERE WAS APRX 15 GAL ON BOARD. ABOUT 5 MIN
FROM THE INTENDED DESTINATION, THE ENG LOST POWER FROM FUEL EXHAUSTION WHILE THE LEFT FUEL GAGE SHOWED THERE WAS
5 GAL REMAINING. DURING AN EMERGENCY LANDING, THE ACFT CRASHED INTO TREES. AN EXAM OF THE LEFT FUEL GAGE SHOWED
THAT IT WAS INCORRECTLY INSTALLED & WAS INDICATING MORE FUEL THAN WAS ACTUALLY IN THE LEFT TANK. THE PLT HAD
INSTALLED IT DURING RECONDITIONING WORK.
-----------------------------------------------------------------------------------------------------------
```

```
                                 Brief of Accident (Continued)
      File No. - 1135      6/29/85    KENAI,AK                 A/C Reg. No. N4011M           Time (Lcl) - 2000 ADT
--------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation     CRUISE

Finding(s)
  1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
  3.   MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
  4. FLUID,FUEL - EXHAUSTION
  5.   FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  6. OBJECT - TREE(S)
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1053 7/11/85 BIG LAKE,AK A/C Reg. No. N93180 Time (Lcl) - 1400 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 290/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ANCHORAGE,AK
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
BIG LAKE
Runway Ident - 24
Runway Lth/Wid - 2800/ 70
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

GLIDER

Instrument Rating(s) - NONE

Age - 36
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 79
Make/Model- 18
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 16

----Narrative----

THE GLIDER PLT WAS IN TRAINING FOR A SINGLE ENG LAND RATING & WAS INDORSED FOR SOLO FLT. DURING HER TRAINING, SHE & HER INSTRUCTOR PLT HAD LANDED AT THE BIG LAKE ARPT. SHE THOUGHT THAT THAT WAS HER APPROVAL TO LAND THERE SOLO. HOWEVER, THERE WERE SANDY SOFT SPOTS ON THE GRAVEL RWY & THE OPERATOR STATED THAT THE STUDENT WAS NOT CLEARED FOR SOLO LANDINGS AT THAT ARPT. DURING THE LANDING, THE STUDENT LOST DIRECTIONAL CONTROL OF THE ACFT & IT VEERED OFF THE RWY. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE LEFT WING HIT THE GROUND.

Brief of Accident (Continued)

File No. - 1053 7/11/85 BIG LAKE,AK A/C Reg. No. N93180 Time (Lcl) - 1400 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
8. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1069 7/13/85 BARROW,AK A/C Reg. No. N9164T Time (Lcl) - 1558 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- UNK/NR
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
BARROW,AK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
BARROW
Runway Ident - 06
Runway Lth/Wid - 6500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 118
Make/Model- 58
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT WHEN HE RETURNED TO THE ARPT, HE MADE A 3-POINT LANDING IN GUSTY X-WIND CONDITIONS. REPORTEDLY, THE ACFT THEN GROUND LOOPED & WAS DAMAGED. AT 1534 ADT, THE WIND AT BARROW WAS FROM 050 DEG AT 13 GUSTING 18 KTS.

Brief of Accident (Continued)

File No. - 1069 7/13/85 BARROW,AK A/C Reg. No. N9164T Time (Lcl) - 1558 ADT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1170       8/05/85    KODIAK,AK                A/C Reg. No. N7811Y            Time (Lcl) - 1100 ADT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                           Injuries
                                                             DESTROYED                     Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                 Crew       1        0        0        0
    Flight Conducted Under     -14 CFR 91                    NONE                 Pass       1        0        0        0
    Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-30             Eng Make/Model - LYCOMING IO-320-B1A     ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-RETRACTABLE    Number Engines -  2                        Stall Warning System - YES
    Max Gross Wt    -    3600                 Engine Type     - RECIP-FUEL INJECTED
    No. of Seats    -       4                 Rated Power     -      160 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
    Wx Briefing       - FSS                        Last Departure Point                    OFF AIRPORT/STRIP
      Method          - TELEPHONE                    ANCHORAGE,AK
      Completeness    - FULL                      Destination                           Airport Data
    Basic Weather     - IMC                          SAME AS ACC/INC                       KODIAK
      Wind Dir/Speed- 030/008 KTS                                                          Runway Ident      - 25
      Visibility      - UNK/NR                   ATC/Airspace                              Runway Lth/Wid    -   7548/   150
      Lowest Sky/Clouds  -    UNK/NR               Type of Flight Plan - IFR               Runway Surface    - ASPHALT
      Lowest Ceiling        - UNK/NR               Type of Clearance   - IFR               Runway Status     - WET
      Obstructions to Vision- UNK/NR               Type Apch/Lndg      - ILS-COMPLETE
      Precipitation         - RAIN
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     61              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                               Current        - UNK/NR      Total      -    6000       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                       Months Since   - UNK/NR      Make/Model- UNK/NR        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                           Multi-Eng - UNK/NR        Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
```

----Narrative----
DURING A WX BRIEFING AT 0719 ADT, THE PLT WAS ADVISED THAT VFR FLT WAS NOT RECOMMENDED. LATER, AT 0827. HE CALLED THE FSS TO UPDATE HIS WX & FILED AN IFR CLEARANCE. AT 0938, THE ACFT DEPARTED ANCHORAGE. DURING ARRIVAL AT KODIAK, THE ACFT WAS CLEARED FOR AN ILS/DME-ONE APCH TO RWY 25. AT 1056, THE PLT REPORTED HE WAS 8.5 DME MI NORTH OF KODIAK & LEVEL AT 1600 FT. SHORTLY AFTER THAT, RADIO CONTACT WAS LOST & THE ELT SOUNDED. LATER, THE ACFT WAS FOUND WHERE IT COLLIDED WITH A MOUNTAIN SIDE AT AN ELEVATION OF 1450 FT. THE CRASH SITE WAS LOCATED APRX 5 MI NORTH OF THE ARPT, OUTSIDE OF AN AREA WHERE THE INSTRUMENT APCH WOULD HAVE TAKEN THE ACFT. THE 1057 WX OBSERVATION AT THE ARPT WAS IN PART: 1000 FT SCATTERED, 3500 FT OVERCAST, VISIBILITY 10 MI. THE ARPT ELEV WAS 73 FT MSL. THE WX IN THE MOUNTAINS WHERE THE PLANE CRASHED WAS NOT VERIFIED. THIS WAS THE PLT'S 1ST APCH TO THIS ARPT. RADAR SVC WAS NOT AVAILABLE. THE PLT'S LOG BOOK WAS NOT FOUND. REPORTEDLY, HE HAD NOT FLOWN MANY RECENT APCHS & WAS USE TO HAVING RADAR ASSISTANCE.

Brief of Accident (Continued)

File No. - 1170 8/05/85 KODIAK,AK A/C Reg. No. N7811Y Time (Lcl) - 1100 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - RAIN
3. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
6. WEATHER CONDITION - LOW CEILING
7. TERRAIN CONDITION - RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1132 8/30/85 CAPE YAKATAGA,AK A/C Reg. No. N5188H Time (Lcl) - 1800 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Mincr	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-14
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1850
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MCCARTHY,AK
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Instrument Rating(s) - NONE

Age - 40
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - PA-14

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 526
Make/Model- 240
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 3
Last 30 Days- 30
Last 90 Days- 56
Rotorcraft - UNK/NR

----Narrative----

THE PLT ELECTED TO LAND ON A SANDY/GRAVEL AREA ABOUT 600 FT LONG & 100 FT WIDE WHICH WAS LOCATED BETWEEN HILLS THAT WERE 100 TO 150 FT HIGH. DURING A X-WIND APCH, THE ACFT'S RATE OF DESCENT BEGAN INCREASING. THE PLT APPLIED FULL POWER TO ARREST THE DESCENT, BUT THE ACFT TOUCHED DOWN SHORT OF THE INTENDED LANDING AREA. SUBSEQUENTLY, THE LANDING GEAR HIT A BOULDER & COLLAPSED. THE PLT REPORTED THAT AT THE TOPS OF THE HILLS, THE X-WIND WAS VARIABLE AT 10 TO 15 KTS & WAS GUSTY.

Brief of Accident (Continued)

File No. - 1132 8/30/85 CAPE YAKATAGA,AK A/C Reg. No. N5188H Time (Lcl) - 1800 ADT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - DOWNDRAFT
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1068        8/31/85    GOLD KING CREEK,AK         A/C Reg. No. N53286            Time (Lcl) - 1130 ADT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                   Fatal   Serious   Minor   None
      Type of Operation          -BUSINESS                      Fire                    Crew      0        1        0       0
      Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0        0        0       0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - CESSNA A188B               Eng Make/Model  - CONTINENTAL IO-520     ELT Installed/Activated - YES/YES
      Landing Gear    - TAILWHEEL-ALL FIXED        Number Engines  -  1                        Stall Warning System - YES
      Max Gross Wt    -    4000                    Engine Type     - RECIP-FUEL INJECTED
      No. of Seats    -       1                    Rated Power     -     300 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRSTRIP
        Method         - N/A                          BRADLEY SKY RAN,AK
        Completeness   - N/A                        Destination                             Airport Data
      Basic Weather    - VMC                          SAME AS ACC/INC                         D&D MINING STRIP
        Wind Dir/Speed- 360/008 KTS                                                           Runway Ident    - 36
        Visibility      -    40.0    SM            ATC/Airspace                               Runway Lth/Wid  -  1200/    20
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface  - GRAVEL
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status   - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FULL STOP
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -      29              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL,CFI                      Current        - YES        Total        -    997        Last 24 Hrs -      1
         SE LAND                             Months Since   - 15         Make/Model-       220        Last 30 Days-    100
                                             Aircraft Type  - C-180      Instrument-        69        Last 90 Days-    178

         Instrument Rating(s)   - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHEN HE LANDED, THE ACFT WAS ROLLING OUT ON ITS MAIN GEAR IN A TAIL LOW ATTITUDE, WHEN HE APPLIED
BRAKING ACTION. A MOMENT LATER, THE ACFT BEGAN TO PITCH NOSE DOWN. HE COMPENSATED WITH FULL UP ELEVATOR, BUT THE ACFT
NOSED OVER.
-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1068 8/31/85 GOLD KING CREEK,AK A/C Reg. No. N53286 Time (Lcl) - 1130 ADT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1067　8/31/85　CAPE YAKATAGA,AK　A/C Reg. No. N51566　Time (Lcl) - 1640 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - MAULE M-5
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2440
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 7500 FT SCATTERED
Lowest Ceiling - 9000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 789
Make/Model- 682
Instrument- 3
Last 24 Hrs - 2
Last 30 Days- 20
Last 90 Days- 52

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT HE STARTED TO DEPART FROM A GRAVEL STRIP, THEN ELECTED TO ABORT THE TAKEOFF. WHILE ROLLING ON THE GROUND, THE ACFT HIT A "WASH-OUT" WHICH BENT A STRUCTURAL TUBE ON THE LANDING GEAR ASSEMBLY.

File No. - 1067 8/31/85 CAPE YAKATAGA,AK A/C Reg. No. N51566 Time (Lcl) - 1640 ADT

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1077 9/02/85 ANCHORAGE,AK A/C Reg. No. N51369 Time (Lcl) - 1033 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

----Aircraft Information----

Make/Model - MAULE M-5
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No of Seats - 2
Eng Make/Model - CONTINENTAL IO-360-A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
BIG LAKE,AK

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - M-5

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	2500	Last 24 Hrs -	4
Make/Model-	2000	Last 30 Days-	40
Instrument-	12	Last 90 Days-	70

Instrument Rating(s) - NONE

----Narrative----

DURING TAKEOFF, THE ENG LOST POWER AS THE ACFT WAS CLIMBING THRU APRX 400 FT. THE PLT MADE A 180 DEG TURN TO LAND BACK ON THE ARPT. HOWEVER, HE THEN REALIZED THAT THE ACFT WOULD NOT REACH THE RWY, SO HE TURNED & LANDED IN A SWAMP AREA. AN EXAM OF THE ENG REVEALED THAT THE #3 CYLINDER HAD FAILED. NO FATIGUE WAS FOUND IN THE FRACTURE AREA. THERE WERE INDICATIONS THAT THE CYLINDER HAD FAILED FROM OVERLOAD, BUT THE REASON FOR THE OVERLOAD WAS NOT VERIFIED.

```
      File No. - 1077        9/02/85     ANCHORAGE,AK                A/C Reg. No. N51369              Time (Lcl) - 1033 ADT
-----------------------------------------------------------------------------------------------------------------------

Occurrence #1         LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)
  1. ENGINE ASSEMBLY,CYLINDER - FAILURE,TOTAL
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
-----------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. TERRAIN CONDITION - SOFT
  3. TERRAIN CONDITION - WET
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
```

Brief of Accident

```
   File No. - 1078      9/02/85    MCGRATH,AK                A/C Reg. No. N74924           Time (Lcl) - 1137 ADT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                              SUBSTANTIAL                    Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire                   Crew       0         0          0         1
    Flight Conducted Under     -14 CFR 91                     NONE                  Pass       0         0          0         0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-18-150          Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED      Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -     1750                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -        2                 Rated Power    -      150 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                        BIG LAKE LODGE,AK
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        MCGRATH,AK
      Wind Dir/Speed- 200/010 KTS                                                          Runway Ident     - N/A
      Visibility    -    25.0   SM             ATC/Airspace                                Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling        -   8000 FT OVERCAST  Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL                             Current       - YES       Total       -    4500         Last 24 Hrs -       4
       SE LAND                                Months Since  -  1        Make/Model-      4400         Last 30 Days-      40
                                              Aircraft Type - PA-18     Instrument-        63         Last 90 Days-      80


       Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE & ABOUT 15 MI FROM HIS DESTINATION, THE PLT NOTED THAT BOTH THE ENG RPM & THE OIL PRESSURE WERE
DECREASING. SUBSEQUENTLY, HE MADE AN EMERG LANDING IN AN AREA OF SMALL TREES & BRUSH NEXT TO A SWAMP. AN EXAM OF
THE ENG WAS MADE, BUT NO MECHANICAL FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE RESULTED IN A LOSS OF POWER.
-----------------------------------------------------------------------------------------------------------------
```

```
                                   Brief of Accident (Continued)

     File No. - 1078      9/02/85    MCGRATH,AK                A/C Reg. No. N74924             Time (Lcl) - 1137 ADT
---------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. UNDETERMINED
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
---------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. TERRAIN CONDITION - NONE SUITABLE
  3. TERRAIN CONDITION - HIGH VEGETATION
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1125 9/04/85 CORDOVA,AK A/C Reg. No. N25722 Time (Lcl) - 0705 ADT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 180F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
CORDOVA
Runway Ident - 24
Runway Lth/Wid - 1900/ 60
Runway Surface - GRAVEL
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 42
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	644	Last 24 Hrs -	6
Make/Model-	178	Last 30 Days-	80
Instrument-	6	Last 90 Days-	117
Multi-Eng -	24		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT IMMEDIATELY AFTER TAKING OFF, HE SEEMED TO LOSE AILERON CONTROL. HE DECIDED TO ABORT THE TAKEOFF & LAND ON THE REMAINING RWY. AFTER TOUCHING DOWN NEAR THE DEPARTURE END, HE ELECTED TO TURN THE ACFT TO THE LEFT TOWARD AN ACCESS ROAD RATHER THAN TO CONTINUE AHEAD INTO WATER. THE ACFT ENCOUNTERED A DITCH, THEN WENT ONTO LOOSE GRAVEL. THE BRAKES LOCKED ON THE LOOSE GRAVEL, THEN THE TIRES CAUGHT ON HARD GROUND & THE ACFT NOSED OVER. AN EXAM OF THE FLT CONTROLS WAS MADE, BUT NO PREIMPACT MECHANICAL FAILURE OR MALFUNCTION WAS FOUND.

Brief of Accident (Continued)

File No. - 1125   9/04/85   CORDOVA,AK   A/C Reg. No. N25722   Time (Lcl) - 0705 ADT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. REMEDIAL ACTION - INITIATED -
3. ABORTED TAKEOFF

Occurrence #2   OVERRUN
Phase of Operation   TAKEOFF

Occurrence #3   NOSE OVER
Phase of Operation   OTHER

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - DITCH
6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
7. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
  File No. - 1076       9/08/85   RAINEY PASS,AK            A/C Reg. No. N27696              Time (Lcl) - 2200 ADT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                           Injuries
                                                              SUBSTANTIAL                      Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                     Fire                      Crew      0        0        1        0
    Flight Conducted Under     -14 CFR 91                     UNK/NR                    Pass      0        0        0        1
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - TAYLORCRAFT BL-65               Eng Make/Model - CONTINENTAL A-65           ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines -  1                            Stall Warning System - NO
    Max Gross Wt   -    1500                         Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                          Rated Power    -      65 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                    Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING        Last Departure Point                        ON AIRSTRIP
      Method           - N/A                            SAME AS ACC/INC
      Completeness     - N/A                        Destination                               Airport Data
    Basic Weather      - VMC                            UNK/NR                                    TUNDRA STRIP
      Wind Dir/Speed- CALM                                                                        Runway Ident     - 18
      Visibility      -  100.0    SM               A/C/Airspace                                   Runway Lth/Wid   -  1000 -UNK/NR
      Lowest Sky/Clouds  -      CLEAR                Type of Flight Plan  - NONE                  Runway Surface   - GRASS/TURF
      Lowest Ceiling           - NONE                Type of Clearance    - NONE                  Runway Status    - ROUGH
      Obstructions to Vision- NONE                   Type Apch/Lndg       - NONE
      Precipitation            - NONE
      Condition of Light       - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     31               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL,ATP                            Current        - UNK/NR      Total       -   5600         Last 24 Hrs -      3
       SE LAND,ME LAND,SE SEA                    Months Since   - UNK/NR      Make/Model-     150         Last 30 Days-    100
                                                 Aircraft Type  - UNK/NR      Instrument-    1120         Last 90 Days-    150
                                                                              Multi-Eng -    1600

       Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS TAKING OFF ON A STRIP OF TUNDRA ABOUT 1000 FT LONG IN CALM WIND CONDITIONS. DURING THE TAKEOFF ROLL, HE
LOST DIRECTIONAL CONTROL & THE ACFT GROUND LOOPED & WAS DAMAGED. NO MECHANICAL PROBLEMS WERE REPORTED.

-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1076 9/08/85 RAINEY PASS,AK A/C Reg. No. N27696 Time (Lcl) - 2200 ACT

Occurrence LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1134        9/14/85    TUTNA LAKE,AK               A/C Reg. No. N2490C               Time (Lcl) - 1200 ADT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)            Aircraft Damage                          Injuries
                                                                   SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                          Fire                   Crew     0         0         0         1
    Flight Conducted Under     -14 CFR 91                          NONE                  Pass     0         0         0         1
    Accident Occurred During   -TAKEOFF
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 180                Eng Make/Model - CONTINENTAL O-470-L       ELT Installed/Activated - YES/YES
    Landing Gear   - FLOAT                     Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2700                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                    Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing     - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
      Method        - N/A                           SAME AS ACC/INC
      Completeness  - N/A                        Destination                              Airport Data
    Basic Weather   - VMC                           MULCHATNA RIVER,AK
      Wind Dir/Speed- 180/010 KTS                                                            Runway Ident     - N/A
      Visibility    -    8.0   SM               ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    UNK/NR              Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling        -  2500 FT BROKEN     Type of Clearance   - NONE                 Runway Status    - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light      DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      39             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,ATP,CFI                     Current          - YES       Total       -   6500        Last 24 Hrs -       6
        SE LAND,ME LAND,SE SEA                 Months Since   -  9          Make/Model-     804         Last 30 Days- UNK/NR
        HELICOPTER                             Aircraft Type - C-180        Instrument-     690         Last 90 Days-     127
                                                                            Multi-Eng -    1300         Rotorcraft   -   4050

        Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ELECTED TO TAKEOFF FROM A LAKE THAT WAS APRX 1/2 MI LONG & ORIENTED ON AN EAST/WEST HEADING. DURING A
X-WIND TAKEOFF, THE PLT HAD DIFFICULTY GETTING THE ACFT TO LIFT OFF, BUT ELECTED TO CONTINUE THE TAKEOFF. THE
ACFT FINALLY LIFTED OFF, BUT FAILED TO ACCELERATE SUFFICIENTLY IN GROUND EFFECT. SUBSEQUENTLY, IT MUSHED INTO
A TUNDRA HILL WHILE STILL FLYING IN GROUND EFFECT. THE PLT STATED HE THAT WAS FATIGUED & WAS OVERCONFIDENT IN
BOTH HIMSELF & HIS ACFT. HE STATED THAT HE SHOULD HAVE WAITED UNTIL THE WIND WAS ALONG THE AXIS OF THE LAKE
AND/OR HE SHOULD HAVE REPOSITIONED HIS ACFT ON A BIGGER LAKE BEFORE HAULING THE CARGO.
```

Brief of Accident (Continued)

File No. - 1134 9/14/85 TUTNA LAKE,AK A/C Reg. No. N2490C Time (Lcl) - 1800 ADT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION,FATIGUE - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
5. WEATHER CONDITION - CROSSWIND
6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8

```
                     National Transportation Safety Board
                           Washington, D.C. 20594



                              Brief of Accident

     File No. - 1131     9/15/85    CORDOVA,AK           A/C Reg. No. N80124          Time (Lcl) - 1130 ADT
----------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI       Aircraft Damage                        Injuries
     Name of Carrier           -KENNEDY AIR SERVICE        SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire            Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 135                 NONE             Pass      0        0        0        2
     Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA A185F               Eng Make/Model - CONTINENTAL IO-520-A     ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3350                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      5                     Rated Power    -     300 HP
----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                               Airport Proximity
     Wx Briefing      - UNK/NR                    Last Departure Point                    ON AIRPORT
       Method         - UNK/NR                      MONTAGUE ISLAND,AK
       Completeness   - WEATHER NOT PERTINENT      Destination                           Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                         CORDOVA MUNI
       Wind Dir/Speed- CALM                                                                 Runway Ident    - 06
       Visibility     -    30.0    SM            ATC/Airspace                               Runway Lth/Wid  -  1900/   80
       Lowest Sky/Clouds  -     1500 FT SCATTERED  Type of Flight Plan - VFR                Runway Surface  - GRAVEL
       Lowest Ceiling         - NONE               Type of Clearance   - NONE               Runway Status   - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
       Precipitation          - NONE                                     FULL STOP
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     26           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
         ATP                                    Current        - YES       Total       -  3627       Last 24 Hrs -      3
         SE LAND,ME LAND,SE SEA                 Months Since   -  9        Make/Model-    277        Last 30 Days-    150
                                                Aircraft Type  - C-185     Instrument-     77        Last 90 Days-    336
                                                                           Multi-Eng -     26

         Instrument Rating(s)   - AIRPLANE
----------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT PRIOR TO LANDING, THE ACFT'S RIGHT BRAKE HAD NO PRESSURE. HE REPORTED THAT AFTER HE LANDED, THE
TAIL WHEEL BEGAN TO SHIMMY & THE ACFT PULLED TO THE LEFT. HE APPLIED FULL RIGHT RUDDER, BUT WAS UNABLE TO PREVENT THE
ACFT FROM GROUND LOOPING TO THE LEFT. SUBSEQUENTLY, THE RIGHT MAIN GEAR COLLAPSED.

----------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1131 9/15/85 CORDOVA,AK A/C Reg. No. N80124 Time (Lcl) - 1130 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

Finding(s)
1. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1087       6/14/85    ANDALUSIA,AL               A/C Reg. No. N2427S            Time (Lcl) - 1555 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious    Minor      None
     Type of Operation          -BUSINESS                       Fire                  Crew       0        0         0         1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass       0        0         0         0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 210L                 Eng Make/Model - CONTINENTAL IO-520-L     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    3800                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                     Rated Power    -      300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                         TROY,AL                                 ANDALUSIA-OPP
       Wind Dir/Speed- 130/009 KTS                                                          Runway Ident      - N/A
       Visibility    -     7.0    SM             ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     7000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling         - 12000 FT BROKEN    Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      34             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                              Current        - YES       Total        -    895        Last 24 Hrs -       4
         SE LAND                                 Months Since  -  9         Make/Model-       97        Last 30 Days- UNK/NR
         HELICOPTER                              Aircraft Type - UNK/NR     Instrument-      190        Last 90 Days-      26
                                                                                                         Rotorcraft  -     712

         Instrument Rating(s)  - HELICOPTER
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT SHORTLY AFTER TAKEOFF, AT ABOUT 700 FT MSL, THE ENG LOST POWER WITH OUT WARNING AFTER HE MADE A
POWER REDUCTION TO 2500 RPM & 25 INCHES OF MANIFOLD PRESSURE. HE ATTEMPTED TO GLIDE TO A FIELD, BUT THE ACFT WENT
INTO THE TOPS OF TREES BEFORE REACHING THE FIELD. THE ENG WAS EXAMINED & NO PREEXISTING FAILURE OR MALFUNCTION WAS
FOUND WHICH WOULD HAVE CAUSED A LOSS OF POWER. BOTH FUEL TANKS WERE RUPTURED; THEREFORE, THEIR PREIMPACT CONTENT
COULD NOT BE DETERMINED.

-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1087 6/14/85 ANDALUSIA,AL A/C Reg. No. N2427S Time (Lcl) - 1555 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. - 1023        7/30/85     CLANTON,AL                 A/C Reg. No. N9381G           Time (Lcl) - 1915 CDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                         Injuries
                                                                SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation          -AERIAL APPLICATION            Fire               Crew     0         0          0        1
     Flight Conducted Under     -14 CFR 137                     NONE              Pass     0         0          0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA A188B               Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - UNK/NR
     Max Gross Wt   -    4000                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       1                    Rated Power    -     285 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                           CLANTON,AL
       Completeness   - N/A                        Destination                            Airport Data
     Basic Weather    - VMC                           LOCAL
       Wind Dir/Speed- UNK/NR                                                                Runway Ident     - N/A
       Visibility     -      1.500 SM             ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     UNK/NR              Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling         - UNK/NR              Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- UNK/NR               Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation          - RAIN
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      21           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                            Current        - YES      Total      -     718          Last 24 Hrs -       5
         SE LAND                               Months Since   - 13       Make/Model-     200          Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR   Instrument-      13          Last 90 Days-     150
                                                                         Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT COLLIDED WITH A FENCE & A DITCH DURING A PRECAUTIONARY OFF-ARPT LANDING IN A PASTURE. THE PLT REPORTED THAT
FOLLOWING THE COMPLETION OF AERIAL APPLICATION OPERATIONS, THUNDERSTORMS WERE BLOCKING HIS RETURN TO THE ARPT. HE HAD
ELECTED TO LAND TO AWAIT THE PASSAGE OF THE STORMS.

--------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1023 7/30/85 CLANTON,AL A/C Reg. No. N9381G Time (Lcl) - 1915 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. OBJECT - FENCE

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1150       8/24/85    HUNTSVILLE,AL              A/C Reg. No. N99954           Time (Lcl) - 1605 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor      None
      Type of Operation          -INSTRUCTIONAL                  Fire                   Crew     0          0         1          0
      Flight Conducted Under     -14 CFR 91                       NONE                   Pass     0          0         0          0
      Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - BLANIK L-13               Eng Make/Model - N/A                    ELT Installed/Activated - NO -N/A
      Landing Gear  - UNK/NR                    Number Engines - N/A                       Stall Warning System - NO
      Max Gross Wt  -    1100                   Engine Type    - N/A
      No. of Seats  -       2                   Rated Power    - N/A
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                    ON AIRPORT
        Method         - N/A                        SAME AS ACC/INC
        Completeness   - N/A                    Destination                           Airport Data
      Basic Weather    - VMC                       LOCAL                                  SKY PARK
        Wind Dir/Speed- VARIABLE                                                          Runway Ident      - UNK/NR
        Visibility     -     5.0   SM          ATC/Airspace                               Runway Lth/Wid  -   2200/  100
        Lowest Sky/Clouds  -      UNK/NR   THIN OVC   Type of Flight Plan - NONE          Runway Surface  - GRASS/TURF
        Lowest Ceiling         -   3000 FT          Type of Clearance   - NONE            Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                     FULL STOP
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -      43          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL,CFI                       Current         - YES      Total       -    955         Last 24 Hrs -       0
          SE LAND,ME LAND                      Months Since  - UNK/NR     Make/Model-       3          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-      53          Last 90 Days-       3
                                                                          Multi-Eng -      35

          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE COMMERCIAL PLT WAS IN TRAINING FOR A GLIDER RATING & WAS ON A SUPERVISED SOLO FLT TO PRACTICE A LANDING.
DURING THE TRAFFIC PATTERN, HE ROLLED OUT HI ON FINAL & EXTENDED THE SPOILERS TO ADJUST TO THE DESIRED GLIDE
PATH, THEN RETRACTED THE SPOILERS TO THE 50% POSITION. SHORTLY THEREAFTER, HE REALIZED HE WAS LOW & RETRACTED THE
SPOILERS. HOWEVER, HE WAS UNABLE TO GLIDE TO THE RWY. SUBSEQUENTLY, THE GLIDER COLLIDED WITH A HEDGE ROW ABOUT 50 FT
SHORT OF THE RWY. THE PLT FELT THAT HIS EXPERIENCE FLYING POWERED ACFT MAY HAVE INTERFERED WITH HIS TRAINING IN
GLIDERS.
```

Brief of Accident (Continued)

File No. - 1150   8/24/85   HUNTSVILLE,AL   A/C Reg. No. N99954   Time (Lcl) - 1605 CDT

Occurrence #1   UNDERSHOOT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,HABIT INTERFERENCE - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   LANDING

Finding(s)
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5,6

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1117      9/22/85    BIRMINGHAM,AL              A/C Reg. No. N5227K             Time (Lcl) - 1105 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                  SUBSTANTIAL                     Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                       Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE                      Pass     0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172P                   Eng Make/Model - LYCOMING O-320-D2J        ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2150                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                       Rated Power    -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                         ON AIRSTRIP
       Method         - N/A                         HUNTSVILLE,AL
       Completeness   - N/A                       Destination                              Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                            GILMER INDUSTRIAL AIRPARK
       Wind Dir/Speed- 140/004 KTS                                                             Runway Ident      - 04
       Visibility     -     7.0   SM            ATC/airspace                                   Runway Lth/Wid  -  3000/  100
       Lowest Sky/Clouds  -     UNK/NR   SCATTERED  Type of Flight Plan - VFR/IFR              Runway Surface  - GRASS/TURF
       Lowest Ceiling           - NONE             Type of Clearance     - IFR                  Runway Status   - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg        - VOR/DME
       Precipitation            - NONE                                     FULL STOP
       Condition of Light       - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                        Flight Time (Hours)
         PRIVATE                                 Current        - YES         Total      -      264         Last 24 Hrs -       1
         SE LAND                                 Months Since   -  2          Make/Model-       159         Last 30 Days-      20
                                                 Aircraft Type  - C-172       Instrument-        55         Last 90 Days-      54


         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ARRIVAL, THE PLT NOTED THAT THE WIND WAS FROM ABOUT 150 DEGS. DUE TO THE TERRAIN & OBSTRUCTIONS NEAR THE
NORTHEAST END OF THE RWY, HE ELECTED TO LAND ON RWY 4. DURING THE LANDING, THE ACFT FLOATED BEFORE TOUCHING ABOUT
1/3 TO 1/2 OF THE WAY DOWN THE RWY. THE PLT USED MAX BRAKING; HOWEVER, BRAKING ACTION WAS POOR DUE TO LOOSE GRAVEL
ON THE TURF RWY. SUBSEQUENTLY, THE ACFT HIT ROUGH TERRAIN BEYOND THE END OF THE RWY & THE NOSE GEAR COLLAPSED.

------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1117 9/22/85 BIRMINGHAM,AL A/C Reg. No. N5227K Time (Lcl) - 1105 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - TAILWIND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - EXCEEDED -
6. GO-AROUND - NOT PERFORMED -
7. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - LOOSE GRAVEL/SANDY

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
8. TERRAIN CONDITION - ROUGH/UNEVEN
9. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8

EST COPY AVAILABLE

Brief of Accident

```
File No. - 1036       7/15/85    HARRISON,AR                  A/C Reg. No. N68777             Time (Lcl) - 1234 CDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor     None
     Type of Operation         -INSTRUCTIONAL                 Fire                    Crew      0         0         0         1
     Flight Conducted Under    -14 CFR 91                       NONE                  Pass      0         0         0         0
     Accident Occurred During  -TAXI
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                  Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -     100 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                        ON AIRPORT
       Method         - IN PERSON                  SAME AS ACC/INC
       Completeness   - WEATHER NOT PERTINENT    Destination                               Airport Data
     Basic Weather    - VMC                        HEBER SPRINGS,AR                          BOONE COUNTY
       Wind Dir/Speed- 320/010 KTS                                                            Runway Ident     - N/A
       Visibility     -    15.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -       5000 FT          Type of Flight Plan - VFR                  Runway Surface   - N/A
       Lowest Ceiling         -   5000 FT BROKEN   Type of Clearance   - UNK/NR               Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      31          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         STUDENT                                Current        - N/A       Total     -      37          Last 24 Hrs -        2
                                                Months Since   - N/A       Make/Model-      37          Last 30 Days- UNK/NR
                                                Aircraft Type  - N/A       Instrument-       1          Last 90 Days-       37

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER AN EN ROUTE STOP, ON A X-COUNTRY FLT, THE STUDENT PLT WAS TAXIING TO TAKEOFF AGAIN. WHILE PROCEEDING NORTHBOUND
WITH A LEFT X-WIND, THE PLT APPLIED BRAKING ACTION TO SLOW THE ACFT FOR A TURN. AT ABOUT THAT TIME, THE ACFT VEERED
TO THE RIGHT, WENT DOWN AN EMBANKMENT & INTO A DITCH, THEN NOSED OVER. THE PLT REPORTED THAT THE BRAKES & RUDDER
WERE INEFFECTIVE IN THE X-WND. A WITNESS SAID THAT HE FELT THE PLT WAS TAXIING TOO FAST. NO PRE-ACDNT PART FAILURE
OR MALFUNCTION WAS REPORTED.
--------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1036 7/15/85 HARRISON,AR A/C Reg. No. N68777 Time (Lcl) - 1234 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED -
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAXI

Finding(s)

8. TERRAIN CONDITION - DOWNHILL
9. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1004       7/18/85    HARRISON,AR                 A/C Reg. No. N4734U           Time (Lcl) - 1405 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation        -PERSONAL                       Fire                 Crew      0         0         0         1
      Flight Conducted Under   -14 CFR 91                       NONE                Pass      0         0         0         3
      Accident Occurred During -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 180G                 Eng Make/Model - CONTINENTAL O-470-R       ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                            Stall Warning System - YES
      Max Gross Wt   -    2800                     Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       6                     Rated Power    -     230 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                     Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                          ON AIRPORT
        Method         - N/A                          NEOSHO,MO
        Completeness   - N/A                        Destination                                Airport Data
      Basic Weather    - VMC                          SAME AS ACC/INC                             BOONE COUNTY
        Wind Dir/Speed- 060/008 KTS                                                               Runway Ident    - 36
        Visibility    -   13.0   SM               ATC/Airspace                                    Runway Lth/Wid  -  6195/  150
        Lowest Sky/Clouds  -      4500 FT SCATTERED  Type of Flight Plan - NONE                   Runway Surface  - ASPHALT
        Lowest Ceiling        - NONE                 Type of Clearance   - NONE                   Runway Status   - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      38            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
          PRIVATE                                Current         - YES        Total      -    1435         Last 24 Hrs -       6
          SE LAND                                Months Since    -  1         Make/Model-      34          Last 30 Days- UNK/NR
                                                 Aircraft Type - PA-28        Instrument- UNK/NR           Last 90 Days-      40
                                                                              Multi-Eng - UNK/NR           Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE PLT STATED THAT DURING A WHEEL LANDING, THE ACFT BOUNCED, BUT NOT HARD. HE REPORTED THAT HE APPLIED SUFFICIENT POWER TO RECOVER & MADE A SMOOTH, 3-POINT TOUCHDOWN, THEN THE ACFT BEGAN A GRADUAL SKIDDING TURN TO THE RIGHT. THE PLT CORRECTED WITH LEFT RUDDER, BUT IT HAD NO EFFECT. HE SAID THAT HE THEN APPLIED HARD LEFT RUDDER & BRAKE; HOWEVER, THE ACFT CONTINUED THE RIGHT SWERVE & THE LEFT MAIN GEAR COLLAPSED. AN EXAM OF THE ACFT REVEALED THE LEFT TAILWHEEL STEERING CABLE HAD COME OFF OF A PULLEY & HAD JAMMED BETWEEN THE PULLEY & A BRACKET. THERE WAS EVIDENCE THAT THE CABLE MAY HAVE BEEN LOOSE OR OUT-OF-RIG. HOWEVER, THE REASON FOR THE CABLE TO COME OFF OF THE PULLEY WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1004   7/18/85   HARRISON,AR   A/C Reg. No. N4734U   Time (Lcl) - 1405 CDT

Occurrence	LOSS OF CONTROL - ON GROUND
Phase of Operation	LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. LANDING GEAR,TAILWHEEL ASSEMBLY - JAMMED
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1110       3/01/85    TUCSON,AZ                  A/C Reg. No. N62344            Time (Lcl) - 1250 PST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                   Fire                  Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0         0         0         0
    Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172                   Eng Make/Model - LYCOMING O-320-D2J        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2407                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -      160 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                       ON AIRPORT
      Method         - TELEPHONE                    SAME AS ACC/INC
      Completeness   - FULL                      Destination                               Airport Data
    Basic Weather    - VMC                          SELLS,AZ                                 TUCSON INTL
      Wind Dir/Speed- 180/009 KTS                                                            Runway Ident     - 21
      Visibility     -    60.0   SM              ATC/Airspace                                Runway Lth/Wid   -  7000/  150
      Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan  - VFR                Runway Surface   - ASPHALT
      Lowest Ceiling        - NONE                 Type of Clearance    - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg       - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     35           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          STUDENT                                  Current       - N/A        Total      -      36          Last 24 Hrs -      0
                                                   Months Since  - N/A        Make/Model-      19          Last 30 Days- UNK/NR
                                                   Aircraft Type - N/A        Instrument-       0          Last 90 Days-      6
                                                                              Multi-Eng -       5

          Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS COMMENCING HIS 1ST SOLO X-COUNTRY FLT. AT LIFT-OFF, THE ACFT ENTERED A LEFT BANK OF ABOUT 45 DEGS.
THE STUDENT PLT REDUCED POWER & THE ACFT TOUCHED DOWN HARD ON THE DIRT BESIDE THE RWY & WAS DAMAGED. THE PLT
BELIEVED THAT HE MAY HAVE ENCOUNTERED TURBC FROM A BOEING 737. THE BOEING 737 TOOK OFF ABOUT 2 MINS EARLIER ON
RWY 11L. HOWEVER, IT DID NOT LIFT OFF UNTIL IT WAS ABOUT 2000 FT BEYOND THE INTERSECTION OF RWY 21 & RWY 11L. THE
CESSNA HAD NOT YET REACHED THE INTERSECTION WHEN IT BANKED TO THE LEFT. THE PLT HAD ONLY 1.3 HRS SOLO FLT TIME.

------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1110 3/01/85 TUCSON,AZ A/C Reg. No. N62344 Time (Lcl) - 1250 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LIFT-OFF - IMPROPER - PILOT IN COMMAND
2. STALL - INADVERTENT -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
3. ABORTED TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1011       4/02/85    CORONA,CA                  A/C Reg. No. N1588Q           Time (Lcl) - 1045 PST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                 DESTROYED                Fatal   Serious   Minor    None
      Type of Operation        -INSTRUCTIONAL                   Fire              Crew     2        0        0        0
      Flight Conducted Under   -14 CFR 91                        NONE              Pass     0        0        0        0
      Accident Occurred During -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - CESSNA 150L               Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt  -    1600                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats  -       2                   Rated Power    -     100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                              Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      OFF AIRPORT/STRIP
        Method         - N/A                      CHINO,CA
        Completeness   - N/A                    Destination                            Airport Data
      Basic Weather    - VMC                      LOCAL
        Wind Dir/Speed- 230/005 KTS                                                       Runway Ident    - N/A
        Visibility     -   25.0   SM            ATC/Airspace                              Runway Lth/Wid  - N/A
        Lowest Sky/Clouds -     CLEAR             Type of Flight Plan - NONE              Runway Surface  - N/A
        Lowest Ceiling        - NONE              Type of Clearance   - NONE              Runway Status   - N/A
        Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     43          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
          COMMERCIAL,CFI                        Current        - YES      Total      -   1014        Last 24 Hrs - UNK/NR
          SE LAND,ME LAND                       Months Since   -  9       Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                Aircraft Type  - GC1B     Instrument-    145         Last 90 Days- UNK/NR
                                                                          Multi-Eng -    386


          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT & INSTRUCTOR PLT (CFI) WERE ON A LOCAL INSTRUCTIONAL FLT. THE STUDENT HAD FLOWN A TOTAL OF ONLY 3 HRS
PRIOR TO THIS FLT. JUST BEFORE THE ACCIDENT, THE ACFT WAS OBSERVED SPINNING TOWARD THE GROUND IN A NEAR VERTICAL
DESCENT. IT IMPACTED IN AN ORANGE GROVE, BUT ONLY ONE TREE WAS DAMAGED. DURING AN EXAM OF THE WRECKAGE, NO PREIMPACT
PART FAILURE OR MALFUNCTION WAS FOUND. THERE WAS EVIDENCE OF AMPLE FUEL ABOARD.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1011 4/02/85 CORONA,CA A/C Reg. No. N15880 Time (Lcl) - 1045 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. STALL/SPIN

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1182       8/08/85    LEE VINING,CA              A/C Reg. No. N3250K            Time (Lcl) - 1747 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                  Crew      0        1        0        0
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        1
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - RONALD C. RENDER LONG EZ      Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - NO -N/A
     Landing Gear  - UNK/NR                        Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt  - UNK/NR                        Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                       Rated Power    -     118 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     ON AIRPORT
       Method         - N/A                         MAMMOTH LAKES,CA
       Completeness   - N/A                       Destination                           Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                        LEE VINING
       Wind Dir/Speed- 270/012 KTS                                                         Runway Ident     - 32
       Visibility     -    60.0   SM             ATC/Airspace                              Runway Lth/Wid   -  4090/   50
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling       - NONE                 Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN
       Precipitation        - NONE                                       FULL STOP
       Condition of Light   - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     41            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                            Current        - YES        Total      -    721        Last 24 Hrs -       3
         SE LAND                               Months Since   - 23         Make/Model-     170        Last 30 Days- UNK/NR
                                               Aircraft Type  - PA-28      Instrument- UNK/NR         Last 90 Days-      12
                                                                           Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

         Instrument Rating(s)   - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ARRIVAL, THE ACFT WAS ALIGNED SLIGHTLY RIGHT OF THE RWY CENTERLINE WHILE LANDING WITH A LEFT X-WIND
COMPONENT. THE PLT STATED THAT THE ACFT LANDED ON THE DIRT APRON, ROLLED TO THE RIGHT & HE COULD NOT LIFT THE
DOWNWIND WING. SUBSEQUENTLY, THE RIGHT WING HIT THE GROUND, THE ACFT SPUN AROUND 180 DEG, THEN IT FLIPPED OVER. THE
PLT BELIEVED WIND SHEAR WAS A PROBABLE FACTOR.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1182 8/08/85 LEE VINING,CA A/C Reg. No. N3250K Time (Lcl) - 1747 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1074 7/29/85 ALAMOSA,CO A/C Reg. No. N633GG Time (Lcl) - 1815 MDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	0

----Aircraft Information----

Make/Model - GORDON - THORPE T-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 230/012 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PAGE,AZ
Destination
OSHKOSH,WI

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
ALAMOSA MUNI/BERGMAN
Runway Ident - 20
Runway Lth/Wid - 8499/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 252
Make/Model- 50
Instrument- 6
Last 24 Hrs - 6
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

----Narrative----

THE PLT OF THE AMATEUR BUILT ACFT WAS ON A FLT TO ASHKOSH, WI WITH AN EN ROUTE STOP AT PUEBLO, CO. DUE TO WX IN THE PUEBLO AREA, HE DIVERTED TO ALAMOSA, CO. ON HIS 1ST APCH TO LAND ON RWY 20, HE MADE A GO-AROUND. ON HIS 2ND APCH, THE ACFT LANDED LONG & AT HIGH SPEED. SUBSEQUENTLY, THE ACFT VEERED TO THE LEFT, WENT OFF THE RWY & WAS DAMAGED. THE PLT REPORTED THAT HE WAS RELATIVELY INEXPERIENCE AT FLYING TAILWHEEL EQUIPPED ACFT, WAS UNFAMILIAR WITH HIGH ALT ARPT LANDINGS & HAD "JUST LOST IT."

Brief of Accident (Continued)

File No. - 1074   7/25/85   ALAMOSA,CO   A/C Reg. No. N633GG   Time (Lcl) - 1815 MDT

Occurrence   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. - 1154       3/02/85    DELAWARE CITY,DE            A/C Reg. No. N18038               Time (Lcl) - 2315 EST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                    Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire                  Crew       0          0         0         1
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass       0          0         0         4
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - CESSNA 177              Eng Make/Model - LYCOMING O-360           ELT Installed/Activated - YES/NO
      Landing Gear    - TRICYCLE-FIXED          Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt    -    2500                 Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats    -       4                 Rated Power     -      180 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        OFF AIRPORT/STRIP
        Method         - N/A                        CHARLESTON,SC
        Completeness   - N/A                     Destination                               Airport Data
      Basic Weather    - VMC                        SMYRNA,DE                                 GREATER WILMINGON
        Wind Dir/Speed- 340/011 KTS                                                           Runway Ident     - N/A
        Visibility     -     15.0   SM          ATC/Airspace                                  Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                  Runway Surface   - N/A
        Lowest Ceiling         - NONE             Type of Clearance   - NONE                  Runway Status    - N/A
        Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - NIGHT(BRIGHT)
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review             Flight Time (Hours)
          PRIVATE                                Current        - YES      Total      -     294      Last 24 Hrs -        5
          SE LAND                                Months Since   - 18       Make/Model-      48       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-       2       Last 90 Days-       23


          Instrument Rating(s)   - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED CHARLESTON, SC AT ABOUT 1730 WITH 42 GALS (5 HRS) OF FUEL ON BOARD FOR THE PLANNED 4 HR FLT
TO SMYRNA, DE. HEADWINDS OF 10 TO 20 KTS WERE ENCOUNTERED EN ROUTE, PUTTING THE FLT IN THE SMYRNA AREA 45 MINS
LATE WITH ONLY 15 MINS OF FUEL REMAINING. THE PLT FOUND THAT THE PLT-ACTIVATED-RWY-LIGHTS WERE INOP. AFTER SEVERAL
ATTEMPTS TO ACTIVATE THE LIGHTS & FLYING THE PATTERN DOWN TO 200 FT, THE PLT DIVERTED TO WILMINGTON ARPT, ABOUT
30 MILES NORTH. THE ENG LOST POWER AT AN ALTITIDE OF 2000 FT WHEN THE ACFT WAS APRX 8 MILES SOUTH OF WILMINGTON.
A SUBSEQUENT FORCED LANDING OCCURRED IN A SWAMPY AREA. THE ACFT CAME TO REST INVERTED AFTER THE NOSEWHEEL BECAME
MIRED IN MUD DURING THE LANDING. THE PLT STATED THAT HE WAS LATER TOLD THAT PERSONNEL AT SMYRNA HAD SHUT DOWN THE
RWY LIGHT SYS FOR MAINTENANCE & HAD NOT REACTIVATED THE LIGHTS WHEN THEY HAD FINISHED.

---------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1154 3/02/85 DELAWARE CITY,DE A/C Reg. No. N18038 Time (Lcl) - 2315 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. AIRPORT FACILITIES,RUNWAY EDGE LIGHTS - NOT OPERATING
4. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
7. LIGHT CONDITION - NIGHT
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,7,8,9

```
                      National Transportation Safety Board
                            Washington, D.C. 20594



                               Brief of Accident

   File No. - 1106       1/15/85    STUART,FL              A/C Reg. No. N6164N           Time (Lcl) - 2130 EST
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                       Injuries
     Name of Carrier            -CHAPMAN AIR INC.              SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -NON SCHED,DOMESTIC,CARGO     Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 135                    NONE                Pass     0        0        0        0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 210M                 Eng Make/Model - CONTINENTAL IO-520-L      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3800                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       2                     Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                      OFF AIRPORT/STRIP
       Method         - TELEPHONE                    MIAMI,FL
       Completeness   - WEATHER NOT PERTINENT      Destination                             Airport Data
     Basic Weather    - VMC                          ORLANDO,FL
       Wind Dir/Speed- CALM                                                                   Runway Ident     - N/A
       Visibility     -    7.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR               Type of Flight Plan - IFR                  Runway Surface   - N/A
       Lowest Ceiling        - NONE                Type of Clearance   - IFR                  Runway Status    - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     28            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL,CFI                        Current        - YES       Total        -   1464       Last 24 Hrs -       6
        SE LAND,ME LAND                       Months Since   -  4        Make/Model-       306       Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-       221       Last 90 Days-     250
                                                                         Multi-Eng -       142

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT ENG FAILED IN FLT & THE PLT MADE AN EMERGENCY LANDING AT NIGHT IN AN OPEN FIELD. THE FIELD WAS ON SANDY
TERRAIN THAT HAD BEEN CONTOURED TO BE AN ORANGE GROVE. WHILE LANDING ON THE UNEVEN SOFT TERRAIN, THE ACFT WAS
DAMAGED. AN EXAM OF THE ENG REVEALED THE #2 PISTON PIN & CONNECTING ROD HAD FAILED. FATIGUE CRACKS WERE NOTED
IN THE FRACTURE AREA OF BOTH PARTS. THERE WERE INDICATIONS THAT THE PISTON PIN HAD FAILED 1ST, THEN THE ROD FAILED &
PENETRATED THE ENG CASE.

---------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1106　1/15/85　STUART,FL　A/C Reg. No. N6164N　Time (Lcl) - 2130 EST

Occurrence #1　LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation　CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,PISTON - FATIGUE
2. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE

Occurrence #2　FORCED LANDING
Phase of Operation　DESCENT - EMERGENCY

Occurrence #3　IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation　LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LIGHT CONDITION - DARK NIGHT
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1019       4/27/85    TAMPA,FL                   A/C Reg. No. N1967D             Time (Lcl) - 0725 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                               DESTROYED                       Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire                     Crew      1        0        0        0
    Flight Conducted Under     -14 CFR 91                      ON GROUND               Pass      3        0        0        0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH C35                   Eng Make/Model - CONTINENTAL E-225-8      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2700                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                     Rated Power    -      225 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing       - FSS                       Last Departure Point                       OFF AIRPORT/STRIP
      Method          - TELEPHONE                   SAME AS ACC/INC
      Completeness    - PARTIAL,LMTD BY PILOT     Destination                              Airport Data
    Basic Weather     - IMC                         FT. MYERS,FL                               VANDENBERG
      Wind Dir/Speed- 110/004 KTS                                                            Runway Ident     - 36
      Visibility     -     1.500 SM            ATC/Airspace                                  Runway Ltn/Wid   -  3260/   65
      Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - MACADAM
      Lowest Ceiling         - NONE               Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- FOG                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     39              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        PRIVATE                               Current         - YES      Total      -     829         Last 24 Hrs - UNK/NR
        SE LAND                               Months Since    - 19       Make/Model-      150         Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-        4         Last 90 Days-      20

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
WITNESSES OBSERVED THE ACFT TAKEOFF ON RWY 36 IN FOGGY CONDITIONS. THEY REPORTED THAT DURING THE INITIAL CLIMB
AFTER LIFT-OFF, THE ACFT PITCHED UP & ROLLED INTO A STEEP LEFT BANK, THEN ENTERED A DESCENT & CRASHED ON AN APRX
HEADING OF 060 DEG.  IMPACT OCCURRED ABOUT 1/2 MI NNW FROM THE CENTER OF THE ARPT (NEAR THE DEPARTURE END OF RWY 36).
NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. ABOUT 8 MI WEST AT TAMPA, FL, THE 0750 WX
WAS IN PART: 25,000 FT SCATTERED, VISIBILITY 1-1/2 MI WITH FOG. WITNESSES AT THE ACCIDENT SITE ESTIMATED THE VISIBILITY
WAS 1/2 MI WITH FOG. THE NON-INSTRUMENT RATED PLT HAD LOGGED ONLY 4.3 HRS OF HOODED FLT TIME & NO ACTUAL INSTRUMENT
TIME.
------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1019 4/27/85 TAMPA,FL A/C Reg. No. N1967D Time (Lcl) - 0725 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
2. WEATHER CONDITION - FOG
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1016      5/02/85    JACKSONVILLE,FL          A/C Reg. No. N9442S            Time (Lcl) - 1307 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                          Injuries
                                                             DESTROYED                     Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                    Fire                   Crew       0        1        0        0
    Flight Conducted Under     -14 CFR 91                    NONE                  Pass       0        0        0        0
    Accident Occurred During   -APPROACH
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 95-C55              Eng Make/Model - CONTINENTAL IO-520-C5B    ELT Installed/Activated - UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                           Stall Warning System - YES
    Max Gross Wt   -   5300                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -     6                     Rated Power    -     285 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                       OFF AIRPORT/STRIP
      Method         - TELEPHONE                   CRESTVIEW,FL
      Completeness   - WEATHER NOT PERTINENT      Destination                              Airport Data
    Basic Weather    - VMC                         JACKSONVILLE,FL
      Wind Dir/Speed- 230/008 KTS                                                          Runway Ident     - N/A
      Visibility     -     7.0    SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - IFR               Runway Surface   - N/A
      Lowest Ceiling          - 25000 FT BROKEN    Type of Clearance   - IFR               Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      49            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        ATP,CFI                                Current        - YES      Total      -   8519       Last 24 Hrs -      4
        SE LAND,ME LAND                        Months Since   - 5        Make/Model-    124       Last 30 Days-     11
                                               Aircraft Type - C-500     Instrument-    523       Last 90 Days-     59
                                                                         Multi-Eng -   4388

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE ACFT WAS ON THE LAST LEG OF A FLT THAT ORIGINATED THAT MORNING AT JACKSONVILLE, THEN PROCEEDED TO DAYTONA BEACH, THEN ON TO CRESTVIEW, FL. WHILE ON THE RETURN FLT TO JACKSONVILLE, THE RIGHT ENG LOST POWER AS THE ACFT WAS APPROACHING ITS DESTINATION. THE PLT STATED THAT HE TRIED TO RESTART THE RIGHT ENG, BUT WAS UNABLE, SO HE SECURED IT. A SHORT TIME LATER, THE LEFT ENG ALSO LOST POWER & THE PLT ELECTED TO LAND IN AN OPEN FIELD. HOWEVER, DURING THE APPROACH, THE PLT WAS UNABLE TO CLEAR TREES AT THE EDGE OF THE FIELD. AFTER IMPACTING THE TREES, THE ACFT CRASHED IN THE FIELD. NO FUEL WAS OBSERVED IN THE WRECKAGE. THE PLT REPORTED THAT HE USED ONLY THE FUEL QUANTITY INDICATORS TO CHECK THE FUEL PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 1016 5/02/85 JACKSONVILLE,FL A/C Reg. No. N9442S Time (Lcl) - 1307 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
5. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
6. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1041       5/03/85    PEMBROKE PINES,FL          A/C Reg. No. N758AE            Time (Lcl) - 1930 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                    Fatal   Serious   Minor    None
      Type of Operation        -PERSONAL                         Fire                   Crew      0        0        1        0
      Flight Conducted Under   -14 CFR 91                        NONE                   Pass      0        0        3        0
      Accident Occurred During -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA R172K            Eng Make/Model - CONTINENTAL IO-360-K    ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt   -    2150                 Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       4                 Rated Power    -     195 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                             Itinerary                                 Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                      HOLLYWOOD,FL
        Completeness   - N/A                    Destination                            Airport Data
      Basic Weather    - VMC                      LOCAL
        Wind Dir/Speed- UNK/NR                                                           Runway Ident     - N/A
        Visibility     -     7.0    SM         ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -     15000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - N/A
        Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE          Runway Status    - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     35              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review              Flight Time (Hours)
          COMMERCIAL,CFI                       Current         - YES      Total      -     344       Last 24 Hrs -       1
          SE LAND,ME LAND                      Months Since  -  1         Make/Model-     210       Last 30 Days- UNK/NR
                                               Aircraft Type - R172K      Instrument-      70       Last 90 Days-      45
                                                                          Multi-Eng -      20

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT AFTER TAKEOFF, THE ENG LOST POWER WHEN THE ACFT WAS ABOUT 10 MI WEST OF THE ARPT. WHILE
HE WAS ATTEMPTING TO LAND, THE ACFT COLLIDED WITH POWER LINES & CRASHED ONTO A CANAL BANK. DURING AN EXAM OF THE
ACFT, ENG CONTINUITY WAS ESTABLISHED. ALL ACCESSORIES TURNED ACCORDINGLY & THE MAGNETOS HAD SUFFICIENT SPARK.
HOWEVER, NO USABLE FUEL WAS FOUND IN THE TANKS.
--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1041 5/03/85 PEMBROKE PINES,FL A/C Reg. No. N758AE Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
4. LIGHT CONDITION - DARK NIGHT
5. OBJECT - WIRE,TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
6. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1051       5/06/85    PALM CITY,FL              A/C Reg. No. N2903R            Time (Lcl) - 1929 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                   SUBSTANTIAL                     Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                        Fire                     Crew      0        0        0       1
      Flight Conducted Under     -14 CFR 91                        NONE                    Pass      0        0        0       1
      Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 310G                   Eng Make/Model - CONTINENTAL IO-470-D     ELT Installed/Activated - YES-UNK/NR
      Landing Gear   - TRICYCLE-RETRACTABLE          Number Engines -  2                          Stall Warning System - YES
      Max Gross Wt   -    4990                       Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -      2                        Rated Power     -      260 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                    Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                          OFF AIRPORT/STRIP
        Method         - N/A                           SAME AS ACC/INC
        Completeness   - N/A                         Destination                                 Airport Data
      Basic Weather    - VMC                           FT.LAUDERDALE,FL                              NAKED LADY RANCH
        Wind Dir/Speed- 030/008 KTS                                                                  Runway Ident     - 36
        Visibility     -     10.0    SM            ATC/Airspace                                      Runway Lth/Wid   -  2640/  170
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                      Runway Surface   - GRASS/TURF
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                      Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -      35          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                 Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                                Current         - YES      Total       -    1825        Last 24 Hrs -       10
          SE LAND,ME LAND,SE SEA                    Months Since  - 10         Make/Model-        36        Last 30 Days- UNK/NR
                                                    Aircraft Type    UNK/NR    Instrument-       107        Last 90 Days-       75
                                                                               Multi-Eng -       135

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF, THE LEFT ENG LOST POWER. HE WAS UNABLE TO MAINTAIN CONTROL OF THE
ACFT, SO HE REDUCED POWER ON THE RIGHT ENG & SUBSEQUENTLY MADE AN EMERGENCY LANDING IN A FIELD. DURING THE LANDING,
THE GEAR COLLAPSED, THEN THE ACFT SLID INTO A TREE. AN INVESTIGATION REVEALED THE ACFT HAD BEEN PARKED FOR 8 MONTHS &
HAD RECENTLY FLOWN FOR ONLY ABOUT 2 HRS. A POST CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PREIMPACT PART
FAILURE OR MALFUNCTION & A TEST RUN OF THE ENG SHOWED NO SIGNS OF A FAILURE. THE PASSENGER STATED THE LEFT FUEL
FLOW METER STARTED FLUCTUATING AT THE SAME TIME THE ENG LOST POWER, THEN THE FUEL FLOW INDICATION DROPPED TO ZERO.
```

Brief of Accident (Continued)

File No. - 1051 5/06/85 PALM CITY,FL A/C Reg. No. N2903R Time (Lcl) - 1929 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED(VMC) - NOT MAINTAINED -

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
4. LANDING GEAR - OVERLOAD

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1009      5/06/85    WEST PALM BCH,FL          A/C Reg. No. N57AE              Time (Lcl) - 1814 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-COMMUTER                   Aircraft Damage                      Injuries
    Name of Carrier           -AIRSOUTH, INC.              SUBSTANTIAL                 Fatal   Serious   Minor   None
    Type of Operation         -SCHEDULED,DOMESTIC,PASSENGER  Fire             Crew     0        0        0       1
    Flight Conducted Under    -14 CFR 135                  NONE             Pass     0        0        1       3
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH E18S                Eng Make/Model - P&W R-985-14B        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                      Stall Warning System - YES
    Max Gross Wt   -    9700                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       8                   Rated Power    -      450 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                        Last Departure Point                       ON AIRPORT
      Method         - TELEPHONE                    SAME AS ACC/INC
      Completeness   - WEATHER NOT PERTINENT       Destination                              Airport Data
    Basic Weather    - VMC                          FT.LAUDERDALE,FL                           PALM BEACH INTL
      Wind Dir/Speed- 080/010 KTS                                                            Runway Ident     - 13
      Visibility     -    12.0   SM             ATC/Airspace                                 Runway Lth/Wid   -  6930/  150
      Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - VFR                  Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE               Type of Clearance   - VFR                  Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - PRECAUTIONARY LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     59               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL,ATP                        Current       - YES       Total        -  15647         Last 24 Hrs -        6
       SE LAND,ME LAND                       Months Since  -  6        Make/Model-    2130         Last 30 Days- UNK/NR
                                             Aircraft Type - E18S      Instrument-    2106         Last 90 Days-      227
                                                                       Multi-Eng -  11027

       Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DRG TAKEOFF FROM RWY 13, THE L ENG LOST PWR AFTER THE ACFT HAD CLIMBED TO ABOUT 200' AGL & ACCELLERATED TO APRX 125 KTS
WITH THE GEAR & FLAPS RETRACTED. THE PLT ABORTED THE TAKEOFF & TURNED THE ACFT TO LAND ON RWY 9. HOWEVER, IT TOUCHED DWN
IN THE GRASS AFTER PASSING THE INTX OF RWYS 9 & 13, HEADING APRX 110 DEG. AFTER LANDING, THE ACFT CONTINUED ACROSS A
TAXIWAY. SHORTLY THEREAFTER, THE NOSE GEAR FAILED, THE ACFT NOSED DWN & BOTH PROPS STRUCK THE GND. THE R ENG MOUNTS
FAILED, & RPRTDLY, THE ACFT LUNGED AS THE R ENG FOLDED UNDER THE WING. A PAX, WHOSE SEAT BELT WAS LOOSE, WAS THROWN FROM
HER SEAT & WAS INJURED. WATER & PRODUCES OF CORROSION WERE FND IN THE L AUX FUEL TANK & IN THE LINES & STRAINER FOR THE
L ENG. AN EXAM OF THE COMPANY CREW TRAINING RECORDS & ACFT MAINT RECORDS REVEALED NUMEROUS OMISSIONS, IMPROPER ENTRIES &
FAILURE TO DOCUMENT PURPORTED MAINT. THESE ERRORS HAD OCCURRED PRIOR TO & CONTINUED AFTER THE FAA HAD APPROVED ISSUANCE
OF AN AIR CARRIER OPERATIONS CERTIFICATE FOR THE COMPANY. THE PAX'S RPRTD THERE WAS NO PREFLT PAX BRIEFING BFR TAKEOFF.
------------------------------------------------------------------------------------------------------------------
```

```
                                          Brief of Accident (Continued)

       File No. - 1009       5/06/85    WEST PALM BCH,FL          A/C Reg. No. N57AE              Time (Lcl) - 1814 EDT
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
   1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY/OPERATOR MGMT
   2.     IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - COMPANY/OPERATOR MGMT
   3.           INADEQUATE SUBSTANTIATION PROCESS,INADEQUATE METHOD OF COMPLIANCE DTRMTN RCRDKPNG - COMPANY/OPERATOR MGMT
   4.           INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
   5. MAINTENANCE,RECORDKEEPING - IMPROPER - COMPANY MAINTENANCE PSNL
   6. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND
   7. SEAT BELT - IMPROPER USE OF - PASSENGER
   8. FLUID,FUEL - WATER
   9.   AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     LANDING

Finding(s)
  10. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  11. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  12. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  13. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
  14. TERRAIN CONDITION - ROUGH/UNEVEN
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #3          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     LANDING

Finding(s)
  15. ENGINE ASSEMBLY,MOUNT - OVERLOAD
-----------------------------------------------------------------------------------------------------------------------------

Occurrence #4          NOSE GEAR COLLAPSED
Phase of Operation     LANDING

Finding(s)
  16. LANDING GEAR,NOSE GEAR - OVERLOAD
-----------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,10,14
```

```
                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1042       5/07/85    WINTER HAVEN,FL          A/C Reg. No. N54550           Time (Lcl) - 1300 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  MINOR                   Fatal    Serious    Minor      None
     Type of Operation         -GLIDER TOW                       Fire              Crew     0         0         0          1
     Flight Conducted Under    -14 CFR 91                         NONE             Pass     0         0         0          0
     Accident Occurred During  -TAXI                                               Other    0         0         0          1
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 305A                   Eng Make/Model - CONTINENTAL O-470      ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                        Stall Warning System - YES
     Max Gross Wt   -    2800                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                       Rated Power    -      213 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                              Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                        ON AIRPORT
       Method         - N/A                      SAME AS ACC/INC
       Completeness   - N/A                    Destination                               Airport Data
     Basic Weather    - VMC                      LOCAL                                      WINTER HAVEN
       Wind Dir/Speed- 030/008 KTS                                                          Runway Ident      - 29
       Visibility     -     12.0  SM           ATC/Airspace                                 Runway Lth/Wid    -  4000/  100
       Lowest Sky/Clouds  -      6000 FT         Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
       Lowest Ceiling         -  6000 FT BROKEN  Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - UNK/NR
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     60          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                            Current        - YES      Total      -   2960        Last 24 Hrs -       1
         SE LAND,ME LAND                       Months Since   - 20       Make/Model-      36        Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR    Instrument-    290        Last 90 Days-       6
                                                                         Multi-Eng -   1049

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
A SCHEMPP-HIRTH VENTUS B, N40EE, WAS POSITIONED ON RWY 29 TO BE TOWED ON A COMPETITION GLIDER FLT. THE PLT REPORTED
THAT BEFORE STARTING HIS TAKEOFF, THE TOW PLANE WAS POSITIONED TO THE LEFT OF THE GLIDER. THE WIND WAS FROM 030 DEG
AT 8 KTS. AS THE TAKEOFF COMMENCED, THE GLIDER WAS PULLED TO THE LEFT. THE GLIDER'S LEFT WING STRUCK THE RWY,
FOLLOWED BY THE RIGHT WING, THEN THE GLIDER SWERVED TO THE RIGHT. THE GLIDER PLT RELEASED THE TOW LINE, BUT THE
GLIDER CONTINUED OFF THE RIGHT SIDE OF THE RWY. SUBSEQUENTLY, IT COLLIDED WITH A CESSNA 305A, N54550, THAT WAS
RETURNING FROM ITS 4TH TOW MISSION & WAS TAXIING ABOUT 75 FT TO THE RIGHT OF THE RWY.
```

Brief of Accident (Continuad)

File No. - 1042 5/07/85 WINTER HAVEN,FL A/C Reg. No. N54550 Time (Lcl) - 1300 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT OF OTHER AIRCRAFT
5. ABORTED TAKEOFF - PERFORMED - PILOT OF OTHER AIRCRAFT
6. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6

```
                         National Transportation Safety Board
                              Washington, D.C. 20594



                                   Brief of Accident

   File No. - 1042       5/07/85    WINTER HAVEN,FL          A/C Reg. No. N40EE              Time (Lcl) - 1300 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -COMPETITION                   Fire                 Crew     0        0        0       1
     Flight Conducted Under     -14 CFR 91                      NONE                Pass     0        0        0       0
     Accident Occurred During   -TAKEOFF                                            Other    0        0        0       1
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - SCHEMPP-HIRTH VENTUS-B        Eng Make/Model  - N/A              ELT Installed/Activated - NO -N/A
     Landing Gear   - UNK/NR                        Number Engines  - N/A                 Stall Warning System - UNK/NR
     Max Gross Wt   -     700                       Engine Type     - N/A
     No. of Seats   -       1                       Rated Power     - N/A
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                    ON AIRPORT
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                           Airport Data
     Basic Weather    - VMC                          LOCAL                                 WINTER HAVEN
       Wind Dir/Speed- 030/008 KTS                                                         Runway Ident      - 29
       Visibility     -    12.0    SM            ATC/Airspace                              Runway Lth/Wid  -  4000/  100
       Lowest Sky/Clouds  -      6000 FT           Type of Flight Plan - NONE              Runway Surface  - ASPHALT
       Lowest Ceiling         -  5000 FT BROKEN    Type of Clearance   - NONE              Runway Status   - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     52          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,ATP,CFI                      Current         - UNK/NR     Total      -  13564     Last 24 Hrs -       4
        SE LAND,ME LAND                         Months Since    - UNK/NR     Make/Model-     229     Last 30 Days- UNK/NR
        HELICOPTER     ,GLIDER                  Aircraft Type   - UNK/NR     Instrument-    2374     Last 90 Days-      85
                                                                             Multi-Eng -   12357     Rotorcraft  -     673

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
A SCHEMPP-HIRTH VENTUS B, N40EE, WAS POSITIONED ON RWY 29 TO BE TOWED ON A COMPETITION GLIDER FLT. THE PLT REPORTED
THAT BEFORE STARTING HIS TAKEOFF, THE TOW PLANE WAS POSITIONED TO THE LEFT OF THE GLIDER. THE WIND WAS FROM 030 DEG
AT 8 KTS. AS THE TAKEOFF COMMENCED, THE GLIDER WAS PULLED TO THE LEFT. THE GLIDER'S LEFT WING STRUCK THE RWY,
FOLLOWED BY THE RIGHT WING, THEN THE GLIDER SWERVED TO THE RIGHT. THE GLIDER PLT RELEASED THE TOW LINE, BUT THE
GLIDER CONTINUED OFF THE RIGHT SIDE OF THE RWY. SUBSEQUENTLY, IT COLLIDED WITH A CESSNA 305A, N54550, THAT WAS
RETURNING FROM ITS 4TH TOW MISSION & WAS TAXIING ABOUT 75 FT TO THE RIGHT OF THE RWY.
```

Brief of Accident (Continued)

File No. - 1042 5/07/85 WINTER HAVEN,FL A/C Reg. No. N40EE Time (Lcl) - 1300 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
2. WEATHER CONDITION - CROSSWIND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause ---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,6

```
                         National Transportation Safety Board
                              Washington, D.C. 20594


                                 Brief of Accident

   File No. - 1046       3/11/85    STUART,FL               A/C Reg. No. N41699          Time (Lcl) - 1314 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                  SUBSTANTIAL              Fatal   Serious   Minor     None
     Type of Operation        -BANNER TOW                        Fire              Crew      0        0        0         1
     Flight Conducted Under   -14 CFR 91                          NONE              Pass      0        0        0         0
     Accident Occurred During -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELLANCA 7GCBC              Eng Make/Model - LYCOMING O-320-A2B        ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1650                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -      150 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                               Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
       Method         - N/A                         FT.PIERCE,FL
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                       STUART
       Wind Dir/Speed- VARIABLE                                                           Runway Ident     - N/A
       Visibility    -      7.0   SM             ATC/Airspace                              Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      1100 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling        - 10000 FT BROKEN      Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      51            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
        ATP,CFI                               Current         - YES      Total        -   4062       Last 24 Hrs -        3
        SE LAND,ME LAND,SE SEA                Months Since    -  5       Make/Model-     474       Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-     154       Last 90 Days-     260
                                                                         Multi-Eng -    1270

        Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT AFTER RELEASING HIS BANNER, HE MADE A STEEP RIGHT BANK & THE ACFT STALLED & COLLIDED WITH THE
GROUND. HE REPORTED THAT THE WINDS WERE VARIABLE. APRX 30 SOUTH, THE 1335 WIND WAS FROM 040 DEG AT 12 KTS.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1046 5/11/85 STUART,FL A/C Reg. No. N41699 Time (Lcl) - 1314 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. MANEUVER - INITIATED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

BEST COPY AVAILABLE

Brief of Accident

```
     File No. - 1047        5/12/85    FORT PIERCE,FL             A/C Reg. No. N7315D            Time (Lcl) - 1550 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious    Minor    None
     Type of Operation         -PERSONAL                       Fire                   Crew      0         0         0        1
     Flight Conducted Under    -14 CFR 91                        NONE                 Pass      0         0         0        3
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-22-150            Eng Make/Model - LYCOMING O-320         ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt   -    2000                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power     -      150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - UNK/NR                   Last Departure Point                       OFF AIRPORT/STRIP
       Method         - UNK/NR                     WEST PALM BEACH,FL
       Completeness   - UNK/NR                  Destination                              Airport Data
     Basic Weather    - VMC                        VERO BEACH,FL                            UNKNOWN
       Wind Dir/Speed- 090/010 KTS                                                          Runway Ident     - N/A
       Visibility     -    20.0    SM          ATC/Airspace                                 Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - N/A
       Lowest Ceiling         - UNK/NR            Type of Clearance    - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg       - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     45              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         COMMERCIAL                              Current          - NO       Total       -    1402       Last 24 Hrs -       3
         SE LAND                                 Months Since   -  0         Make/Model-      73        Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument-     107        Last 90 Days-       6


         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
```

PRIOR TO A FLT FROM THE BAHAMAS TO WEST PALM BEACH, FL, THE PLT NOTED A PROBLEM WITH THE QUICK-DRAIN FOR THE LEFT FUEL TANK. AFTER LANDING IN WEST PALM BEACH, FUEL WAS ONLY ADDED TO THE RIGHT TANK SINCE THE PLT ANTICIPATED REPLACING THE LEFT QUICK-DRAIN. ON THE NEXT FLT TO VERO BEACH, FL, HE WAS USING FUEL FROM THE LEFT TANK, WHEN THE ENG "HESITATED." AT THAT TIME, THE LEFT FUEL GAGE WAS INDICATING UNDER 1/4 FULL. THE PLT CHECKED THE MAGS & "FOUND THE LEFT MAG WAS ROUGH." WHILE COMPARING THE MAGS & CALLING VERO BEACH TOWER, THE ENG POWER "FELL TO IDLE" WHEN THE ACFT WAS AT AN ALT OF ABOUT 1000 FT. THINKING HE HAD A MAG PROBLEM, THE PLT CONTINUED SWITCHING MAGS & DELAYED SWITCHING THE FUEL SELECTOR. SUBSEQUENTLY, HE MADE A FORCED LANDING ON A SANDY AREA WHERE THE RIGHT GEAR FOLDED & THE RIGHT ELEVATOR WAS DAMAGE. ONLY A FEW OUNCES OF FUEL WAS FOUND IN THE LEFT TANK. A CONSIDERABLE AMOUNT OF FUEL WAS STILL REMAINING IN THE RIGHT FUEL TANK. ALSO, WATER & DIRT WERE FOUND IN THE RIGHT TANK & ABOUT 1 OUNCE OF WATER WAS IN THE FUEL LINES.

Brief of Accident (Continued)

File No. - 1047 5/12/85 FORT PIERCE,FL A/C Reg. No. N7315D Time (Lcl) - 1550 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FLUID,FUEL - STARVATION
5. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
8. TERRAIN CONDITION - SOFT
9. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1148        5/15/85    LAKELAND,FL                A/C Reg. No. N8083Q               Time (Lcl) - 1835 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                               Injuries
                                                                SUBSTANTIAL                       Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                        Fire                      Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                        NONE                     Pass      0        0        0        3
     Accident Occurred During  -TAKEOFF
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model      - CESSNA 421B             Eng Make/Model - CONTINENTAL GTSIO-520-H   ELT Installed/Activated - YES/NO
     Landing Gear    - TRICYCLE-RETRACTABLE    Number Engines -  2                            Stall Warning System - YES
     Max Gross Wt    -    6800                 Engine Type    - RECIP-FUEL INJECTED
     No. of Seats    -       6                 Rated Power    -     375 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                  Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
       Method           - N/A                        SAME AS ACC/INC
       Completeness     - N/A                     Destination                              Airport Data
     Basic Weather      - VMC                        GREENVILLE,SC                             LAKELAND MUNI
       Wind Dir/Speed- 270/011 KTS                                                             Runway Ident      - 23
       Visibility      -     12.0   SM           ATC/Airspace                                  Runway Lth/Wid    -  5000/  150
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - VFR/IFR               Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE               Type of Clearance   - IFR                   Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation          - NONE
       Condition of Light     - DUSK
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     30            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
        COMMERCIAL                            Current        - YES      Total       -   3203        Last 24 Hrs -        2
        SE LAND,ME LAND                       Months Since   -  1       Make/Model-     340        Last 30 Days- UNK/NR
        HELICOPTER                            Aircraft Type - UNK/NR    Instrument-      52        Last 90 Days-     230
                                                                        Multi-Eng -     350        Rotorcraft   -   2072

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
------------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF AT LAKELAND, FL, THE LEFT MAIN WHEEL ASSEMBLY SEPARATED FROM THE ACFT & STRUCK THE LEADING EDGE
OF THE HORIZONTAL STABILIZER, CAUSING SUBSTANTIAL DAMAGE. THE PLT DID NOT KNOW THE WHEEL HAD COME OFF UNTIL HE WAS
NOTIFIED BY ATC. HE THEN DIVERTED TO TAMPA & MADE 2 LOW PASSES TO COMFIRM THE PROBLEM. HE ELECTED TO LAND GEAR
UP ON RWY 27 AT TAMPA. AN EXAM REVEALED THAT THE OUTER WHEEL BEARING HAD FAILED WHICH ALLOWED THE LEFT MAIN WHEEL
TO SEPARATE FROM THE AXLE.
------------------------------------------------------------------------------------------------------------------------
```

File No. - 1148 5/15/85 LAKELAND,FL A/C Reg. No. N80830 Time (Lcl) - 1835 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LANDING GEAR,WHEEL - FAILURE,PARTIAL
2. LANDING GEAR,WHEEL - SEPARATION
3. HORIZONTAL STABILIZER SURFACE - OVERLOAD

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1107 5/15/85 ASTATULA,FL A/C Reg. No. N71909 Time (Lcl) - 1715 EDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

----Aircraft Information----
Make/Model - SILVAIR LUSCOMBE 8A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2
Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP
ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ZELLWOOD,FL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - NO
Months Since - 29
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Make/Model- 152
Instrument- 17
Multi-Eng - 65
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 63

Instrument Rating(s) - NONE

----Narrative----
THE PLT (PIC) & HIS PLT RATED FRIEND WERE PRACTICING WHAT THE PIC DESCRIBED AS SIMULATED CROP DUSTING. AFTER COMPLETING A LOW PASS OVER A FIELD, THE PIC MADE A STEEP PULL UP TO TURN AROUND. HE REPORTED THAT THE ACFT THEN STALLED & CRASHED. A WITNESS STATED THAT THE ACFT WAS NEAR VERTICAL DURING THE PULL UP & APPEARED TO NEARLY COME TO A COMPLETE STOP BEFORE PLUNGING TO THE GROUND. REPORTEDLY, THE ACFT & ENG WERE PERFORMING NORMALLY PRIOR TO THE CRASH.

File No. - 1107   5/15/85   ASTATULA,FL   A/C Reg. No. N71909   Time (Lcl) - 1715 EDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. PULL-UP - EXCESSIVE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1176       5/17/85    HIGH SPRINGS,FL          A/C Reg. No. N9541L           Time (Lcl) - 1100 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation         -PERSONAL                       Fire                 Crew      0         0          0        1
      Flight Conducted Under    -14 CFR 91                      NONE                 Pass      0         0          0        3
      Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - GRUMMAN AMERICAN AA-5        Eng Make/Model  - LYCOMING O-320-E2G       ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED               Number Engines  -  1                         Stall Warning System - UNK/NR
      Max Gross Wt   -    2200                      Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                      Rated Power     -     150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
        Method          - N/A                         SAME AS ACC/INC
        Completeness    - N/A                    Destination                              Airport Data
      Basic Weather     - VMC                         LOCAL                                  HIGH SPRINGS
        Wind Dir/Speed- 290/013 KTS                                                           Runway Ident     - 36
        Visibility    -     7.0    SM            ATC/Airspace                                 Runway Lth/Wid   -  2600-N/A
        Lowest Sky/Clouds  -      2000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
        Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     55              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
          ATP                                     Current        - YES        Total       -  16941          Last 24 Hrs -       1
          SE LAND,ME LAND                         Months Since   -  1         Make/Model-     208           Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR      Instrument- UNK/NR            Last 90 Days-      71
                                                                              Multi-Eng -  13853            Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE MADE A NORMAL TAKEOFF WITH 2200 RPM, BUT SHORTLY AFTER ROTATION, THE RPM STARTED TO
DECREASE & THE ACFT LOST ALTITUDE & LANDED IN THE TOP OF A LARGE OAK TREE. AN INVESTIGATION REVEALED THAT THE
CARBURETOR INLET FINGER SCREEN HAD A 75% BLOCKAGE OF UNCURED FUEL TANK SEALANT RESULTING IN A RESTRICTED FUEL
FLOW & SUBSEQUENT LOSS OF POWER.
------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1176 5/17/85 HIGH SPRINGS,FL A/C Reg. No. N9541L Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,SCREEN - BLOCKED(PARTIAL)
2. MAINTENANCE - IMPROPER -
3. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

BEST COPY AVAILABLE

```
                       National Transportation Safety Board
                            Washington, D.C. 20594



                              Brief of Accident

   File No. - 1173      5/17/85    ORLANDO,FL              A/C Reg. No. N210JA          Time (Lcl) - 1330 EDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -BUSINESS                      Fire                Crew    0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE               Pass    0        0        0        0
    Accident Occurred During   -APPROACH
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - GRUMMAN AMERICAN AA 5A        Eng Make/Model - LYCOMING O-320-E2G       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt   -    2000                       Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                       Rated Power    -      150 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                              Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING      Last Departure Point                   ON AIRSTRIP
      Method          - N/A                          SARASOTA,FL
      Completeness    - N/A                        Destination                          Airport Data
    Basic Weather     - VMC                          SAME AS ACC/INC                      ORLANDO WEST
      Wind Dir/Speed- 260/017 KTS                                                         Runway Ident     - 36
      Visibility     -    15.0   SM              ATC/Airspace                             Runway Lth/Wid  -  2430/  150
      Lowest Sky/Clouds  -       4000 FT           Type of Flight Plan - NONE             Runway Surface  - GRASS/TURF
      Lowest Ceiling        -    4000 FT BROKEN    Type of Clearance    - NONE            Runway Status   - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      32              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
       PRIVATE                                 Current          - YES     Total      -    112        Last 24 Hrs - UNK/NR
       SE LAND                                 Months Since   -  2        Make/Model-      5         Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-      0         Last 90 Days-      35


       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT AFTER HE ARRIVED & WAS ON AN APCH TO LAND, HE NOTED "TAPE" ACROSS THE RWY. HE REMAINED
AIRBORNE UNTIL THE ACFT PASSED OVER "THE TAPED OFF AREA."  HE THEN LANDED THE ACFT ON THE RWY WHICH WAS ROUGH &
BUMPY. THE PLT STATED THAT THE ACFT WAS STILL MOVING FAST WHEN IT WAS HALF WAY DOWN THE RWY, SO HE ELECTED TO GO
AROUND. AS HE TOOK OFF, THE ACFT CLEARED THE END OF THE RWY, BUT REPORTEDLY, IT "GOT HIT BY A STRONG GUST FROM THE
SIDE" & SUBSEQUENTLY COLLIDED WITH A TREE & CRASHED. ABOUT 10 MI WEST, THE 1250 EDT ORLANDO WIND WAS FROM 260 DEG
AT 17 GUSTING 26 KTS.
```

File No. - 1173 5/17/85 ORLANDO,FL A/C Reg. No. N210JA Time (Lcl) - 1330 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - GUSTS
7. GO-AROUND - DELAYED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1172        5/26/85     ST.PETERSBURG,FL            A/C Reg. No. N1211A            Time (Lcl) - 1226 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -BANNER TOW                    Fire                 Crew      0         0         1         0
     Flight Conducted Under     -14 CFR 91                      NONE                Pass      0         0         0         0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-18                 Eng Make/Model - LYCOMING O-320-A2B        ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1800                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power    -      150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                             Airport Data
     Basic Weather    - VMC                          LOCAL                                   ALBERT WHITTED
       Wind Dir/Speed- 040/006 KTS                                                           Runway Ident      - 18
       Visibility     -     8.0   SM             ATC/Airspace                                Runway Lth/Wid    -  2800/  150
       Lowest Sky/Clouds  -     2000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      37              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                     Flight Time (Hours)
        COMMERCIAL                               Current        - YES        Total      -   2013       Last 24 Hrs -      6
        SE LAND,ME LAND                          Months Since   - 12         Make/Model-    762       Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR     Instrument-      2       Last 90 Days-     62
                                                                             Multi-Eng -     40

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE PILOT WAS ASSIGNED AN AIRCRAFT WITH A RECENTLY OVERHAULED ENGINE TO TOW A BANNER. HE PREFLIGHTED, STARTED AND RAN-UP THE ENGINE 3 TIMES. EACH TIME THE ENGINE RAN ROUGH AND LOST RPM ON MAGNETO CHECKS. AFTER EACH OCCURRENCE, COMPANY MAINTENANCE PERSONNEL CLEANED THE SPARKPLUGS AND RELEASED THE ACFT FOR FLIGHT. THE PILOT TEST FLEW THE ACFT AND STATED THAT IT PERFORMED NORMALLY. HE THEN LOWERED THE BANNER HOOK, DOVE DOWN TO ENGAGED THE BANNER AND STARTED TO CLIMB. THE ENGINE BEGAN TO RUN ROUGH AND LOST POWER. THE PILOT ATTEMPTED TO JETTISON THE BANNER TWICE & COULD NOT. HE THEN ATTEMPTED TO LAND ON AN INTERSECTING RUNWAY AND CRASHED. AN EXAM OF THE ENG REVEALED THAT THE SPARK PLUGS WERE OIL FOULED/WET. THE CYLINDERS OF THE ENG HAD JUST BEEN INSTALLED & THERE WAS NO RECORD OF AN ENG RUN-IN.

Brief of Accident (Continued)

File No. - 1172   5/26/85   ST.PETERSBURG,FL   A/C Reg. No. N1211A   Time (Lcl) - 1226 EDT

Occurrence #1   LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation   MANEUVERING

Finding(s)
1. ENGINE ASSEMBLY,RING - OTHER
2. MAINTENANCE,MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL
3. FLUID,OIL - LEAK
4. IGNITION SYSTEM,SPARK PLUG - CONTAMINATION

Occurrence #2   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   DESCENT

Finding(s)
5. PICK-UP EQUIPMENT - OTHER
6. LOAD JETTISON - NOT POSSIBLE -

Occurrence #3   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
7. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 7

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1175       5/28/85    DAYTONA BEACH,FL           A/C Reg. No. N53633            Time (Lcl) - 1730 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                   Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                  Pass      0        0        0        0
     Accident Occurred During  -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 337G                  Eng Make/Model - CONTINENTAL IO-360-G      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                           Stall Warning System - YES
     Max Gross Wt   -    4630                      Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       6                      Rated Power     -     210 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                    Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                         ON AIRPORT
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                                Airport Data
     Basic Weather    - VMC                          LOCAL                                      SPRUCE CREEK
       Wind Dir/Speed- 120/011 KTS                                                              Runway Ident       05
       Visibility     -      7.0   SM            ATC/Airspace                                   Runway Lth/Wid  -   3300/   100
       Lowest Sky/Clouds  -      3000 FT           Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
       Lowest Ceiling         -  3000 FT OVERCAST  Type of Clearance   - NONE                   Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE                                     TOUCH AND GO
       Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      52          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                Flight Time (Hours)
         PRIVATE                              Current         - YES      Total      -    5062       Last 24 Hrs -        3
         SE LAND,ME LAND,SE SEA               Months Since   - 14       Make/Model-       50       Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR   Instrument-        9       Last 90 Days-       54
                                                                         Multi-Eng -      339       Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT WHILE PRACTICING AN ACTUAL SINGLE ENG LANDING, HE FORGOT TO LOWER THE LANDING GEAR. HE HEARD THE
GEAR WARNING HORN BUT SAID THAT HE THOUGHT IT WAS HIS RADAR ALIMETER SOUNDING. HE ADMITTED THAT ACTUAL SINGLE ENG
LANDINGS SHOULD NOT BE PERFORMED AT LOW ALTITUDE OR IN THE ARPT TRAFFIC PATTERN, BUT SHOULD BE SIMULATED BY THROTTLING
AN ENG BACK.
--------------------------------------------------------------------------------------------------------------------
```

```
                                    Brief of Accident (Continued)

     File No. - 1175       5/28/85    DAYTONA BEACH,FL          A/C Reg. No. N53633              Time (Lcl) - 1730 EDT
--------------------------------------------------------------------------------------------------------------------------

Occurrence            IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND
  3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1
```

```
                    National Transportation Safety Board
                         Washington, D.C. 20594



                              Brief of Accident

     File No. - 1119       5/04/85    BAINBRIDGE,GA             A/C Reg. No. N6850U            Time (Lcl) - 1145 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                        Fire               Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE              Pass      0         0         0         3
    Accident Occurred During   -CRUISE
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model       - MOONEY M20C                  Eng Make/Model - LYCOMING O-360-A1D        ELT Installed/Activated - YES/YES
    Landing Gear     - TRICYCLE-RETRACTABLE         Number Engines -  1                            Stall Warning System - YES
    Max Gross Wt     -    2575                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats     -       4                      Rated Power    -     180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                            SPARTANBURG,SC
      Completeness   - N/A                          Destination                              Airport Data
    Basic Weather    - VMC                            ANNISTON,AL
      Wind Dir/Speed- 080/018 KTS                                                               Runway Ident     - N/A
      Visibility     -    15.0   SM               ATC/Airspace                                  Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     10000 FT SCATTERED   Type of Flight Plan - NONE                  Runway Surface   - N/A
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE                  Runway Status    - N/A
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                              Age -     40              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                    Biennial Flight Review                    Flight Time (Hours)
        COMMERCIAL                                  Current         - YES        Total       -    2070        Last 24 Hrs -        2
        SE LAND                                     Months Since    -  5         Make/Model-     161          Last 30 Days- UNK/NR
        HELICOPTER     ,GLIDER                      Aircraft Type - M20C         Instrument-      70          Last 90 Days-     102
                                                                                 Multi-Eng -      11          Rotorcraft  -    1074

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE, THE PLT NOTED A SEVERE ENG VIBRATION. HE SHUT DOWN THE ENG & MADE AN EMERGENCY LANDING. DURING
THE ROLL-OUT, THE ACFT HIT A DITCH & WAS DAMAGED. AN INVESTIGATION REVEALED THAT ONE PROP BLADE HAD FAILED FROM
FATIGUE & THE END OF THE BLADE HAD SEPARATED. THE FATIGUE HAD ORIGINATED ON THE SIDE OF THE BLADE. THERE WERE
INDICATIONS OF CORROSION WERE THE CRACK BEGAN, APRX 17" FROM THE BASE OF THE BLADE.

--- -------------------------------------------------------------------------------------------------------------------
```

```
                              Brief of Accident (Continued)

   File No. - 1119      5/04/85    BAINBRIDGE,GA              A/C Reg. No. N6850U            Time (Lcl) - 1145 EDT
--------------------------------------------------------------------------------------------------------------

Occurrence #1          AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. PROPELLER SYSTEM/ACCESSORIES,BLADE - CORRODED
  2. PROPELLER SYSTEM/ACCESSORIES,BLADE - FATIGUE
  3. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION
  4. ENGINE ASSEMBLY - VIBRATION
--------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
--------------------------------------------------------------------------------------------------------------

Occurrence #3          ON GROUND COLLISION WITH TERRAIN
Phase of Operation     LANDING - ROLL

Finding(s)
  5. TERRAIN CONDITION - DITCH
--------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,5
```

```
                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                      Brief of Accident

    File No. - 1040       5/15/85    JEKYLL ISLAND,GA          A/C Reg. No. N6418Q            Time (Lcl) - 2000 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                Fatal   Serious   Minor    None
    Type of Operation         -INSTRUCTIONAL                  Fire                 Crew    0        0        0        1
    Flight Conducted Under    -CFR 141                         NONE                Pass    0        0        0        0
    Accident Occurred During  -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -      110 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      ON AIRPORT
      Method         - N/A                        JEKYLL ISLAND,GA
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                        LOCAL                                   JEKYLL ISLAND
      Wind Dir/Speed- 100/007 KTS                                                         Runway Ident     - 17
      Visibility     -     7.0   SM           ATC/Airspace                                Runway Lth/Wid   -  3700/   75
      Lowest Sky/Clouds  -    10000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling      - 25000 FT BROKEN    Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg      - TOUCH AND GO
      Precipitation       - NONE
      Condition of Light  - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     26          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
        STUDENT                               Current       - N/A        Total      -     19        Last 24 Hrs -      4
                                              Months Since  - N/A        Make/Model-      19        Last 30 Days- UNK/NR
                                              Aircraft Type - N/A        Instrument-      1         Last 90 Days-      19


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS ON HER 1ST SUPERVISED SOLO. DURING A TOUCH-&-GO LANDING, THE ACFT VEERED OFF THE LEFT SIDE
OF THE RWY & SUBSEQUENTLY HIT A CULVERT. THE STUDENT SAID THAT AFTER SHE LANDED, SHE APPLIED TOO MUCH LEFT RUDDER.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1040 5/15/85 JEKYLL ISLAND,GA A/C Reg. No. N64180 Time (Lcl) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1050        5/20/85    DULUTH,GA                    A/C Reg. No. N403DC              Time (Lcl) - 1930 EDT
----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI           Aircraft Damage                                Injuries
     Name of Carrier           -METRO AMBULANCE SERVICES,     DESTROYED                          Fatal    Serious    Minor      None
     Type of Operation         -NON SCHED,DOMESTIC,PASSENGER  Fire                     Crew         2         1         0          0
     Flight Conducted Under    -14 CFR 135                    NONE                     Pass         0         0         1          0
     Accident Occurred During  -TAKEOFF
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELL 206L                  Eng Make/Model - ALLISON 250-C20B         ELT Installed/Activated - YES/YES
     Landing Gear   - SKID                       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -   4000                     Engine Type     - TURBOSHAFT
     No. of Seats   -      4                     Rated Power     -     420 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                             Airport Data
     Basic Weather    - VMC                         CHAMBLEE,GA
       Wind Dir/Speed- 200/007 KTS                                                         Runway Ident     - N/A
       Visibility     -    11.0   SM           ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface   - N/A
       Lowest Ceiling         - 15000 FT BROKEN     Type of Clearance   - NONE             Runway Status    - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      35           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE,COMMERCIAL                       Current          - YES       Total       - UNK/NR          Last 24 Hrs - UNK/NR
        SE LAND                                  Months Since  -  4           Make/Model- UNK/NR          Last 30 Days- UNK/NR
        HELICOPTER                               Aircraft Type - AS 350       Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

AFTER LOADING A SERIOUSLY BURNED PATIENT IN THE HELICOPTER, THE PLT STARTED THE ENG & LIFTED OFF FROM THE HOSPITAL PARKING LOT. IMMEDIATELY AFTER LIFT-OFF, HE STARTED FORWARD TRANSLATIONAL FLT. ABOUT 65 FT FROM THE LIFT-OFF POINT, AN ADVANCING MAIN ROTOR BLADE STRUCK AN UNMARKED LAMP POST. THE HELICOPTER THEN CRASHED IN THE PARKING LOT, JUST BEYOND THE LAMP POST. THE PLT & ONE MEDICAL ATTENDANT WERE FATALLY INJURED, THE OTHER MEDICAL ATTENDANT WAS SERIOUSLY INJURED. REPORTEDLY, THE PATIENT DID NOT SUSTAIN ANY ADDITIONAL DISCERNIBLE INJURY FROM THE CRASH.

Brief of Accident (Continued)

File No. - 1050   5/20/85   DULUTH,GA   A/C Reg. No. N403DC   Time (Lcl) - 1930 EDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - UTILITY POLE
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1126       5/21/85    MONTICELLO,GA              A/C Reg. No. N6201E          Time (Lcl) - 0600 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               DESTROYED               Fatal   Serious   Minor   None
    Type of Operation          -BUSINESS                      Fire              Crew     0        0        1       0
    Flight Conducted Under     -14 CFR 91                      NONE             Pass     0        0        1       0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172N               Eng Make/Model - LYCOMING O-320-H2AD      ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -      160 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                        COVINGTON,GA
      Completeness   - N/A                     Destination
    Basic Weather    - IMC                        DAYTONA BEACH,FL                    Airport Data
      Wind Dir/Speed- UNK/NR
      Visibility     - UNK/NR                  ATC/Airspace                              Runway Ident     - N/A
      Lowest Sky/Clouds  -     UNK/NR            Type of Flight Plan - NONE              Runway Lth/Wid   - N/A
      Lowest Ceiling     -      800 FT OVERCAST  Type of Clearance   - NONE              Runway Surface   - N/A
      Obstructions to Vision- FOG                Type Apch/Lndg      - FORCED LANDING    Runway Status    - N/A
      Precipitation          - NONE
      Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -     44           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                              Current        - YES      Total        -    590       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   -  5       Make/Model-       160       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-        50       Last 90 Days-       9

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
ABOUT 20 MIN AFTER TAKEOFF, WHILE CRUISING AT 5000 FT, THE PLT OBSERVED OIL ON THE WINDSHIELD & NOTED A DECREASE IN
OIL PRESSURE. HE TURNED BACK TOWARD THE DEPARTURE ARPT & REDUCED THE POWER IN AN ATTEMPT TO PROLONG ENG LIFE. A SHORT
TIME LATER, THE ENG BEGAN RUNNING ROUGH, THEN FAILED. THE ACFT WAS OVER AN AREA OF GND FOG & THE PLT COULD NOT SEE THE
GND. HE BEGAN GLIDING AT A MIN RATE OF DESCENT & TRIMMED THE ACFT. BEFORE ENTERING THE FOG, THE OCCUPANTS FASTENED THEIR
SEAT BELTS & BRACED THEMSELVES FOR IMPACT. SHORTLY AFTER THE ACFT ENTERED THE FOG, IT HIT 6 TREES, THEN CRASHED IN A
CLEARING. DURING A POST-CRASH EXAM, THE OIL DIP STICK WAS FOUND BEHIND THE ENG & THERE WAS INDICATIONS THAT OIL HAD
ESCAPED FROM THE TOP OF THE ENG. THE #1 CONNECTING ROD HAD FAILED & PUNCTURED THE ENG CASE. A TEARDOWN OF THE ENG
REVEALED EVIDENCE THAT THE ENG HAD BEEN OPERATING WITHOUT OIL PRIOR TO THE ROD FAILURE.
-----------------------------------------------------------------------------------------------------------------
```

```
                                   Brief of Accident (Continued)

     File No. - 1126      5/21/85    MONTICELLO,GA            A/C Reg. No. N6201E            Time (Lcl) - 0600 EDT
----------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. LUBRICATING SYSTEM - OTHER
  2.   AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. LUBRICATING SYSTEM - LEAK
  4. FLUID,OIL - EXHAUSTION
----------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
----------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     LANDING

Finding(s)
  5. LIGHT CONDITION - DUSK
  6. WEATHER CONDITION - FOG
  7. OBJECT - TREE(S)
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1137   2/05/85   HILO,HI   A/C Reg. No. N369LA   Time (Lcl) - 1550 HST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - HUGHES 369D
Landing Gear - HIGH SKID
Max Gross Wt - 3000
No. of Seats - 2
Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 375 HP
ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/009 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2300 FT SCATTERED
Lowest Ceiling - 24000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KAHULUI,HI
Destination
VOLCANO NATL PK,HI

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND,ME LAND
HELICOPTER ,GLIDER

Instrument Rating(s) - NONE

Age - 41
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 369D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 7500
Make/Model- 500
Instrument- 5
Multi-Eng - 1000
Last 24 Hrs - 1
Last 30 Days- 30
Last 90 Days- 75
Rotorcraft - 5980

----Narrative----

A SEARCH WAS INITIATED WHEN THE HELICOPTER DID NOT ARRIVE. IT WAS FND 2 DAYS LATER WHERE IT CRASHED DRG AN AUTOROTATION IN A RAIN FOREST. DRG THE FLARE/TOUCHDOWN, VEGETATION HAD CAUGHT ON A TUNDRA PAD ON THE L SKID & THE ACFT ROLLED OVER. AN EXAM REVEALED THE LWR BENDIX COUPLING ON THE ENG-TO-TRANSMISSION DRIVE SHAFT, PN 369A4410, & THE UPPER R ENG MOUNT, PN 369H8017, HAD FAILED. UNAPPROVED MOD/REPAIRS HAD BEEN MADE TO BOTH THE DRIVE SHAFT & OVERLYING COVER PANEL. A STEEL REINFORCING ROD HAD BEEN INSTALLED INSIDE THE COVER PANEL. DUE TO PRESSURE OF CARGO (LARGE WTR BUCKET), THE STEEL ROD HAD BEEN FORCED ONTO THE DRIVE SHAFT. THERE WAS EVIDENCE OF ANGULAR MISALIGNMENT & LATER FAILURE OF THE DRIVE SHAFT. A METALLURGICAL EXAM OF THE ENG MOUNT REVEALED LOW CYCLIC FATIGUE IN THE THREADED ROD AREA OF THE ADJUSTING SCREW. THE FRACTURE AREA OF THE DRIVE SHAFT WAS TOO BADLY DAMAGED TO DETERMINE THE MODE OF FAILURE. ACFT PREV OPERD IN CANADA, REG C-GVTJ. ANNUAL INSPN & U.S. AIRWORTHINESS CERTIFICATE ISSUED DESPITE UNAPPROVED MOD. DATE OF MOD UNKNOWN.

Brief of Accident (Continued)

File No. - 1137 2/05/85 HILO,HI A/C Reg. No. N369LA Time (Lcl) - 1550 HST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE -
3. FUSELAGE,FAIRING - DISTORTED
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - WORN
6. ROTOR DRIVE SYSTEM,ENGINE TO TRANSMISSION DRIVE - FAILURE,TOTAL
7. ENGINE ASSEMBLY,MOUNT - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
8. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
9. TERRAIN CONDITION - NONE SUITABLE
10. OBJECT - TREE(S)

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
11. TERRAIN CONDITION - HIGH VEGETATION
12. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 2,9,10,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1033       7/01/85    CEDAR RAPIDS,IA           A/C Reg. No. N95162           Time (Lcl) - 1130 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               SUBSTANTIAL              Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                      Fire               Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                      NONE              Pass     0        0        0       0
    Accident Occurred During   -TAXI
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - TAYLORCRAFT BC12-D          Eng Make/Model - CONTINENTAL A-65       ELT Installed/Activated - YES/NO
    Landing Gear  - TAILWHEEL-ALL FIXED         Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt  -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                     Rated Power    -       65 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                               Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                    Destination                           Airport Data
    Basic Weather    - VMC                       IOWA CITY,IA                          CEDAR RAPIDS MUNI
      Wind Dir/Speed- 060/005 KTS                                                      Runway Ident     - N/A
      Visibility     -    12.0    SM          ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - N/A
      Lowest Ceiling        - 12000 FT BROKEN      Type of Clearance   - NONE          Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     58           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                Flight Time (Hours)
        PRIVATE                              Current      - YES       Total     -    323        Last 24 Hrs -      1
        SE LAND                              Months Since  -  1       Make/Model-    311        Last 30 Days- UNK/NR
                                             Aircraft Type - PA-12    Instrument-      2        Last 90 Days-      4


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE TAXIING TO TAKEOFF, THE PLT WAS PROCEEDING BETWEEN 2 ROWS OF HANGARS. HE STATED THAT HE WAS HAVING A PROBLEM
WITH THE ACFT TRANSCEIVER & WAS ADJUSTING IT FOR TAXI INSTRUCTIONS. AT ABOUT THAT TIME, THE RIGHT WING TIP OF THE
ACFT STRUCK THE TAIL ROTOR OF A SMALL HELICOPTER.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1033 7/01/85 CEDAR RAPIDS,IA A/C Reg. No. N95162 Time (Lcl) - 1130 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1006        7/14/85    AMES IA                   A/C Reg. No. N657DH           Time (Lcl) - 1500 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                        Fire                  Crew     0        0        0         1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0        1         0
    Accident Occurred During   -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - DEHAVILLAND DH 82A          Eng Make/Model - BRISTOL SIDDE GIPSY MAJOR ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                        Stall Warning System - NO
    Max Gross Wt   -    1770                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      2                      Rated Power    -     112 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                Airport Proximity
    Wx Briefing        NO RECORD OF BRIEFING       Last Departure Point                     ON AIRPORT
      Method        - N/A                            SAME AS ACC/INC
      Completeness  - N/A                         Destination                           Airport Data
    Basic Weather   - VMC                            LOCAL                                  AMES MUNI
      Wind Dir/Speed- 090/015 KTS                                                          Runway Ident     - 19
      Visibility    -    10.0   SM               ATC/Airspace                               Runway Lth/Wid   -  3747/  160
      Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE               Runway Surface   - GRASS/TURF
      Lowest Ceiling        - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     62              Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE,CFI                            Current        - YES        Total      -   4121        Last 24 Hrs -        2
        SE LAND,ME LAND                        Months Since  -  9          Make/Model-       1        Last 30 Days- UNK/NR
        GLIDER                                 Aircraft Type - 2-33A       Instrument-     461        Last 90 Days-       14
                                                                           Multi-Eng -     297        Rotorcraft  -        1

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE OWNER HAD GIVEN THE PLT PERMISSION TO FLY THE ACFT & THE PLT ELECTED TO TAKE A PASSENGER IN THE FRONT SEAT. AFTER
THE ACCIDENT, THE PLT STATED THAT HE WAS MAKING A HI SPEED TAXI RUN ON THE GRASS ON THE RIGHT SIDE OF THE RWY. HE
REPORTED THAT THE LOWER RIGHT WING IMPACTED A RWY MARKER, THE ACFT VEERED TO THE RIGHT; THEN THE LEFT GEAR FAILED &
THE TAIL ROSE HIGH ENOUGH FOR THE PROP TO HIT THE GROUND & BREAK. HOWEVER, THE PASSENGER SAID THAT THE ACFT WAS
AIRBORNE WHEN SHE LOOKED IN THE MIRROR & SAW THE PLT GRAB FOR HIS HAT. THE NEXT THING SHE RECALLED WAS THAT THE
ACFT HIT SOMETHING, THEN VEERED & CAME NOSE DOWN ON THE GRASS TERRAIN. REPORTEDLY, THE RWY MARKER WAS ONE THAT
WAS REMAINING FROM A PERIOD WHEN THE RWY WAS A BROAD GRASS STRIP.
--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1006 7/14/85 AMES,IA A/C Reg. No. N657DH Time (Lcl) - 1500 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. - 1005       7/20/85    FOREST CITY,IA            A/C Reg. No. N5699B            Time (Lcl) - 1402 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                             SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation        -OTHER WORK USE                Fire                 Crew     0        0        1        0
    Flight Conducted Under   -14 CFR 91                      NONE                Pass     0        0        2        2
    Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182               Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2550                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power    -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                   Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                        OFF AIRPORT/STRIP
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                   Destination                              Airport Data
    Basic Weather    - VMC                      LOCAL                                    FOREST CITY MUNI
      Wind Dir/Speed- CALM                                                               Runway Ident     - 15
      Visibility     -    10.0   SM         ATC/Airspace                                 Runway Lth/Wid   -  5800/  100
      Lowest Sky/Clouds  -     CLEAR          Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE           Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE            Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     30          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
       COMMERCIAL                             Current        - YES      Total      -     352        Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                        Months Since   -  0       Make/Model-     230        Last 30 Days- UNK/NR
                                              Aircraft Type  - PA-34    Instrument-      54        Last 90 Days-     104
                                                                        Multi-Eng  -      12

       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
SHORTLY AFTER THE ACFT TOOK OFF WITH 4 SKYDIVERS ON BOARD, ITS ENG SEIZED AT AN ALT OF ABOUT 300 TO 400 FT. THE
PLT SELECTED THE BEST AVAILABLE AREA TO LAND WHICH WAS A FIELD OF TALL CORN ON ROLLING TERRAIN. DURING THE EMERG
LANDING, THE ACFT NOSED OVER. LATER, THE ENG WAS DISASSEMBLED & APRX 1 QT OF FINELY GROUND FERROUS MATERIAL WAS
FOUND DEPOSITED IN THE LOWER OIL PAN. THE MAIN BEARINGS WERE FOUND SCORED & DISCOLORED, & THE MAIN BEARING SHELLS
SHOWED EVIDENCE OF OVERHEATING. THE CONNECTING RODS WERE ALSO DISCOLORED FROM HEAT. THE SCREEN CHAMBER OF THE OIL
PUMP WAS FOUND FULL OF FERROUS METAL WHICH SHUT OFF THE OIL SUPPLY TO THE OIL PUMP GEARS. THE FAA MAINT INSPECTOR
WHO EXAMINED THE ENG STATED THAT THE FERROUS MATERIAL FOUND IN THE ENG & BOTTOM PAN WAS NOT FROM THE ENG. THE
SOURCE OF THE MATERIAL WAS NOT DETERMINED.
--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1005 7/20/85 FOREST CITY,IA A/C Reg. No. N5699B Time (Lcl) - 1402 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,OIL - CONTAMINATION
2. LUBRICATING SYSTEM - BLOCKED(TOTAL)
3. FLUID,OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - CROP

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

BEST COPY AVAILABLE

```
                        National Transportation Safety Board
                             Washington, D.C. 20594


                                Brief of Accident

     File No. - 1057       7/27/85    LEON,IA                  A/C Reg. No. N8089C          Time (Lcl) - 1115 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL              Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                       Fire               Crew     0         0         0         1
     Flight Conducted Under     -14 CFR 91                       NONE              Pass     0         0         0         1
     Accident Occurred During   -APPROACH
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28-181           Eng Make/Model - LYCOMING O-360-AM4        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2450                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
       Method         - N/A                        CHARITON,IA
       Completeness   - N/A                     Destination                              Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                          MARSHALL WARREN PRIVATE
       Wind Dir/Speed- 180/004 KTS                                                          Runway Ident     - 18
       Visibility     -    10.0   SM           ATC/Airspace                                 Runway Lth/Wid   -  2600
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE             Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     49        Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                Current        - YES       Total      -      73         Last 24 Hrs - UNK/NR
         SE LAND                                Months Since  -  6         Make/Model-       8         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-       1         Last 90 Days-       3


         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT WHEN HE WAS ON FINAL APCH TO LAND, THE ACFT ENCOUNTERED A DOWNDRAFT & ITS RATE OF DESCENT
INCREASED. HE APPLIED POWER TO CORRECT THE SITUATION, BUT THE LEFT MAIN GEAR HIT A FENCE POST APRX 10 FT SHORT OF
THE RWY & FAILED. SUBSEQUENTLY, WHEN THE ACFT WAS LANDED, IT SETTLED ON ITS LEFT WING & WAS FURTHER DAMAGED.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1057 7/27/85 LEON,IA A/C Reg. No. N8089C Time (Lcl) - 1115 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. WEATHER CONDITION - DOWNDRAFT
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. OBJECT - FENCE

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1059 7/29/85 AMES,IA A/C Reg. No. N3161C Time (Lcl) - 1030 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

----Aircraft Information----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 220/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
NAPERVILLE,IL
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
AMES MUNI
Runway Ident - 13
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND,ME LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 727

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 12256
Make/Model- 104
Instrument- 1942
Multi-Eng - 10181
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 165

Instrument Rating(s) - AIRPLANE

----Narrative----

THE DESIRED RWY (19) WAS CLOSED AT THE DESTINATION, SO THE PLT LANDED ON RWY 13 WITH A 15 KT X-WIND. THE X-WIND WAS WITHIN THE CAPABILITY OF THE ACFT & THE PLT. AFTER TOUCHDOWN, THE PLT USED FULL RUDDER & BRAKE TO MAINTAIN DIRECTIONAL CONTROL. HOWEVER, HE REPORTED THAT THE ACFT ENCOUNTERED A GUST & SUBSEQUENTLY SWERVED TO THE RIGHT. AFTER DEPARTING THE RWY, THE LEFT WING & HORIZONTAL STABILIZER CONTACTED THE GROUND & WERE DAMAGED. AN EXAM REVEALED THE TAILWHEEL LATCH SPRING, SCOTT PN 3222, HAD FAILED. WITH THIS PROBLEM, THE TAILWHEEL WOULD STEER THE ACFT TO THE RIGHT, BUT THERE WAS NO STEERING CAPABILITY TO THE LEFT.

Brief of Accident (Continued)

File No. - 1059 7/29/85 AMES,IA A/C Reg. No. N3161C Time (Lcl) - 1030 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. LANDING GEAR,TAILWHEEL ASSEMBLY - FAILURE,PARTIAL
3. WEATHER CONDITION - GUSTS
4. DIRECTIONAL CONTROL - NOT POSSIBLE -
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1100       6/09/85    KENDRICK,ID              A/C Reg. No. N7997            Time (Lcl) - 0830 MDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----                                                                  Injuries
     Type Operating Certificate-AGRICULTURAL AIRCRAFT      Aircraft Damage           Fatal   Serious   Minor    None
                                                           SUBSTANTIAL       Crew      0        0        0        1
     Type of Operation         -AERIAL APPLICATION         Fire              Pass      0        0        0        0
     Flight Conducted Under    -14 CFR 137                 NONE
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - GRUMMAN G-164A             Eng Make/Model - P&W R-1340-AN1          ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    3750                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                    Rated Power    -     600 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                              Airport Proximity
     Wx Briefing      - UNK/NR                   Last Departure Point                   OFF AIRPORT/STRIP
       Method         - UNK/NR                     LELAND,ID
       Completeness   - UNK/NR                  Destination                           Airport Data
     Basic Weather    - VMC                        KENDRICK,ID
       Wind Dir/Speed- VARIABLE/002 KTS                                                 Runway Ident    - N/A
       Visibility     -    50.0   SM           ATC/Airspace                             Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE            Runway Surface  - N/A
       Lowest Ceiling        - NONE               Type of Clearance   - NONE            Runway Status   - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                      Age -     34             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)            Biennial Flight Review               Flight Time (Hours)
         COMMERCIAL                           Current        - YES     Total     -   3300        Last 24 Hrs -      8
         SE LAND                              Months Since  -  3       Make/Model-    850        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR   Instrument-     20        Last 90 Days-    105


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT HAD FINISHED SPRAYING A FIELD & WAS RETURNING TO THE AG STRIP WHEN THE ENG FAILED. HE MADE AN EMERG LANDING
IN A BARLEY FIELD WHICH WAS MUDDY & SOFT. DURING THE LANDING ROLL, THE WHEELS SANK IN THE TERRAIN & THE ACFT NOSED
OVER. AN EXAM REVEALED THAT THE BLOWER BEARINGS HAD FAILED & THE BLOWER HAD SEIZED.
------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1100 6/09/85 KENDRICK,ID A/C Reg. No. N7997 Time (Lcl) - 0830 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,BEARING - WORN
2. ENGINE ASSEMBLY,BLOWER/IMPELLER - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - SOFT
4. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

```
                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. - 1092        6/11/85    IDAHO CITY,ID             A/C Reg. No. N1333X             Time (Lcl) - 1600 PDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal    Serious     Minor      None
      Type of Operation          -INSTRUCTIONAL                 Fire                  Crew      0         0          0          1
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0         0          0          0
      Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BELL 47G-3B-1              Eng Make/Model - LYCOMING TVO-435-B1A      ELT Installed/Activated - NO -N/A
      Landing Gear   - SKID                       Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt   -    2950                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       3                    Rated Power     -     270 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - UNK/NR                     Last Departure Point                       OFF AIRPORT/STRIP
        Method         - UNK/NR                       MCCALL,ID
        Completeness   - UNK/NR                    Destination                               Airport Data
      Basic Weather    - VMC                          IDAHO CITY,ID                              NONE
        Wind Dir/Speed- CALM                                                                     Runway Ident      - N/A
        Visibility     -     50.0   SM            ATC/Airspace                                   Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                   Runway Surface    - N/A
        Lowest Ceiling       - NONE                 Type of Clearance   - NONE                   Runway Status     - N/A
        Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
        Precipitation        - NONE
        Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     36              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         STUDENT                              Current       - N/A         Total      -     93          Last 24 Hrs -       2
                                              Months Since  - N/A         Make/Model-      93          Last 30 Days- UNK/NR
                                              Aircraft Type - N/A         Instrument-       0          Last 90 Days-      50
                                                                                                       Rotorcraft  -      93

         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE THE STUDENT PLT WAS ON A X-COUNTRY FLT, THE ENG LOST POWER AFTER THE SUPERCHARGER FAILED. THE PLT STATED THAT
HE WAS UNABLE TO MAINTAIN ALTITUDE & RPM; HE SUBSEQUENTLY MADE A FORCED LANDING IN A HEAVILY TIMBERED, MOUNTAINOUS AREA.

----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1092 6/11/85 IDAHO CITY,ID A/C Reg. No. N1333X Time (Lcl) - 1600 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. EXHAUST SYSTEM,EXTERNAL SUPERCHARGER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

Brief of Accident

```
     File No. - 1062       8/28/85    BONNER'S FERRY,ID          A/C Reg. No. N64LW             Time (Lcl) - 0630 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                      Fire                   Crew     0        0        0       1
      Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0        0        0       1
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - WELCH AVID FLYER               Eng Make/Model - CUYUNA 430RR           ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                        Stall Warning System - NO
      Max Gross Wt   -     850                        Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                        Rated Power     -       43 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
        Method          - N/A                           SAME AS ACC/INC
        Completeness    - N/A                         Destination                            Airport Data
      Basic Weather     - VMC                           LOCAL
        Wind Dir/Speed- CALM                                                                   Runway Ident     - 20
        Visibility     -    30.0   SM                ATC/Airspace                              Runway Lth/Wid   -  4000/   75
        Lowest Sky/Clouds  -    CLEAR                  Type of Flight Plan - NONE              Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE                   Type of Clearance    - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE                   Type Apch/Lndg       - FORCED LANDING
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -      64          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                                 Current         - YES     Total      -   5802         Last 24 Hrs -      1
          SE LAND,ME LAND                            Months Since  - 6         Make/Model-      16         Last 30 Days- UNK/NR
          GLIDER                                     Aircraft Type - UNK/NR    Instrument-     515         Last 90 Days- UNK/NR
                                                                               Multi-Eng -    2000

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE PLT REPORTED THAT DURING TAKEOFF, THE ENG SEIZED AS THE ACFT WAS CLIMBING THRU ABOUT 350 FT AGL OVER THE END OF THE RWY. HE STATED THAT THE ACFT WAS IN A MAXIMUM CLIMB WHEN THE ENG SEIZED & IMMEDIATELY WENT INTO A POWER OFF STALL. HE RECOVERED FROM THE STALL, BUT THERE WERE TREES AHEAD. WHILE MANEUVERING TO AVOID THE OBSTACLES, THE ACFT TOUCHED DOWN IN A SKID & THE RIGHT MAIN GEAR COLLAPSED. THE ACFT HAD A 2 CYLINDER, 2 CYCLE, 43 HP ENG THAT WAS EQUIPPED WITH 2 CARBURETORS & A SINGLE IGNITION SYSTEM. AN EXAM OF THE ENG REVEALED THAT THE MIXTURE FOR THE #1 CARBURETOR HAD BECOME LEAN WHICH ALLOWED THE #1 CYLINDER TO OVERHEAT. SUBSEQUENTLY, THE PISTON IN THE #1 CYLINDER SEIZED AS THE ACFT WAS CLIMBING AFTER TAKEOFF.

File No. - 1062 8/28/85 BONNER'S FERRY,ID A/C Reg. No. N64LW Time (Lcl) - 0630 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,CARBURETOR - IMPROPER
2. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
3. ENGINE ASSEMBLY,PISTON - BINDING(MECHANICAL)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - INTENTIONAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,7

```
                     National Transportation Safety Board
                          Washington, D.C. 20594



                               Brief of Accident

    File No. - 1052       9/20/85    BOISE,ID               A/C Reg. No. N13572          Time (Lcl) - 1215 MDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                Fatal   Serious    Minor      None
      Type of Operation          -PERSONAL                     Fire                Crew      0        0         0          1
      Flight Conducted Under     -14 CFR 91                     NONE               Pass      0        0         0          1
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - WACO UIC                  Eng Make/Model - CONTINENTAL W-670         ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt   -    3000                   Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                   Rated Power    -     220 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                Itinerary                                   Airport Proximity
      Wx Briefing      - FSS                      Last Departure Point                        ON AIRPORT
        Method         - IN PERSON                  LOGAN,UT
        Completeness   - WEATHER NOT PERTINENT     Destination                               Airport Data
      Basic Weather    - VMC                        SAME AS ACC/INC                             BOISE AIR TERMINAL
        Wind Dir/Speed- 250/003 KTS                                                             Runway Ident     - 10L
        Visibility     -    30.0   SM           ATC/Airspace                                    Runway Ltn/Wid   -  7400/  150
        Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - VFR                     Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE              Type of Clearance   - VFR                     Runway Status    - DRY
        Obstructions to Vision- NONE              Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     63             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                              Current         - YES     Total      -     3610         Last 24 Hrs -        7
          SE LAND,SE SEA                          Months Since   -  7       Make/Model-      112         Last 30 Days- UNK/NR
                                                  Aircraft Type - C-172     Instrument-       60         Last 90 Days-      115
                                                                            Multi-Eng -       10

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT WHEN HE LANDED, THE ACFT BEGAN DRIFTING TO THE LEFT. SINCE THERE WAS A HIGH SPEED TURN-OFF
AHEAD, HE DID NOT MAKE AN IMMEDIATE CORRECTION FOR THE DRIFT. WHEN A CORRECTION WAS APPLIED, THE ACFT DID NOT RESPOND &
IT CONTINUED INTO A GROUND LOOP. THE RIGHT MAIN GEAR THEN COLLAPSED UNDER A SIDE LOAD. DURING A REPAIR, THE RIGHT
LANDING GEAR CABANE STRUT WAS FOUND TO HAVE BEEN PREVIOUSLY REPAIRED WITH UNDERSIZED MATERIAL.

--------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1052 9/20/85 BOISE,ID A/C Reg. No. N13572 Time (Lcl) - 1215 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT -

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
3. LANDING GEAR,MAIN GEAR - OVERLOAD
4. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1083      1/23/85    WHEELING,IL               A/C Reg. No. N11413            Time (Lcl) - 1630 CST
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                   Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                   Crew     0         0          0         1
    Flight Conducted Under     -14 CFR 91                      NONE                  Pass     0         0          0         1
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150L                 Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -      100 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                      Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                           ON AIRPORT
      Method         - N/A                          SAME AS ACC/INC
      Completeness   - N/A                       Destination                                  Airport Data
    Basic Weather    - VMC                          LOCAL                                        PAL-WAUKEE
      Wind Dir/Speed- 260/013 KTS                                                                Runway Ident     - 24R
      Visibility     -     7.0    SM            ATC/Airspace                                     Runway Lth/Wid   -  3450/   50
      Lowest Sky/Clouds  -      4000 FT SCATTERED  Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
      Lowest Ceiling         -   7000 FT BROKEN     Type of Clearance   - VFR                    Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      22            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                               Current        - YES      Total      -    102        Last 24 Hrs -       1
        SE LAND                               Months Since   -  2       Make/Model -    102        Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR   Instrument -      0        Last 90 Days-      35


        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
AT ABOUT 400 FT AGL DURING TAKEOFF, THE ENG LOST ALL POWER. THE PLT WAS ABLE TO REGAIN PARTIAL POWER FOR APRX 20 SEC,
BY "MILKING" THE THROTTLE, THEN THE ENG STOPPED AGAIN. TO AVOID POWER LINES & FACTORIES AHEAD, THE PLT TURNED BACK &
LANDED ON ARPT PROPERTY. DURING THE LANDING ROLL, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE TEMPERATURE AT
THE TIME OF THE ACDNT, WAS 27 DEG. MECHANICS OF THE OPERATOR STATED THAT ALCOHOL WAS NORMALLY ADDED TO THE FUEL IN
THE WINTER, BUT THIS ACFT HAD BEEN IN A HANGER FOR A ABOUT A MONTH, THEN IT WAS LEFT OUTSIDE FOR A COUPLE OF DAYS
BEFORE THE ACDNT FLT. THEY ALSO STATED THAT FUEL WAS TAKEN FROM THE ACFT AFTER THE ACDNT & FROZEN, & ICE CRYSTALS
FORMED. THE PLT'S RECOMMENDATION FOR PREVENTION OF THIS ACDNT WAS "BY USE OF ISOPROPYL ALCOHOL - 3% BY VOLUME IN
FUEL IN EXTREMELY COLD WEATHER.

----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1083 1/23/65 WHEELING,IL A/C Reg. No. N11413 Time (Lcl) - 1630 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,ANTI-ICE ADDITIVE - LACK OF
2. MAINTENANCE,SERVICE OF AIRCRAFT - INADEQUATE - COMPANY/OPERATOR MGMT
3. FLUID,FUEL - ICE
4. FUEL SYSTEM,FILTER - BLOCKED(TOTAL)
5. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
6. TERRAIN CONDITION - NONE SUITABLE
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
9. TERRAIN CONDITION - SNOW COVERED
10. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 2,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1054        2/09/85    LAWRENCEVILLE,IL          A/C Reg. No. N6464R            Time (Lcl) - 1230 CST
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                   SUBSTANTIAL              Fatal   Serious   Minor   None
     Type of Operation          -INSTRUCTIONAL                   Fire                 Crew     0        0        0       2
     Flight Conducted Under     -14 CFR 91                         NONE               Pass     0        0        0       0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172RG                 Eng Make/Model  - LYCOMING O-360-F1A6       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines  -   1                           Stall Warning System - YES
     Max Gross Wt   -    2200                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power     -      180 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
        Method          - N/A                         SAME AS ACC/INC
        Completeness    - N/A                      Destination                              Airport Data
      Basic Weather     - VMC                        LOCAL                                     LAWRENCEVILLE VINCENNES
        Wind Dir/Speed- 140/010 KTS                                                            Runway Ident      - 09
        Visibility      -      8.0   SM           ATC/Airspace                                 Runway Lth/Wid    -  5200/  150
        Lowest Sky/Clouds  -     12000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - ASPHALT
        Lowest Ceiling         - 20000 FT OVERCAST   Type of Clearance   - NONE                Runway Status     - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
        Precipitation          - NONE                                      FULL STOP
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                        Age -      21              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
           COMMERCIAL,CFI                          Current       - YES         Total       -    337        Last 24 Hrs -       2
           SE LAND,ME LAND                         Months Since  - 12          Make/Model-      63        Last 30 Days- UNK/NR
                                                   Aircraft Type - UNK/NR      Instrument-      37        Last 90 Days-      20
                                                                               Multi-Eng -      16

           Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE PRIVATE PLT & HIS INSTRUCTOR WERE PRACTICING INSTRUMENT APPROACHES. THE INSTRUCTOR STATED THAT THE FUEL GAGES WERE READING LOW & THE VOR NEEDLE WAS OSCILLATING, SO THEY DECIDED TO MAKE A STRAIGHT-IN LANDING. HE STATED THAT THEY LOWERED THE GEAR & FLAPS, BUT AFTER TOUCHING DOWN, THE MAIN GEAR FOLDED WITH THE NOSE GEAR LOCKED IN THE DOWN POSITION. AFTER THE ACFT WAS JACKED UP, AN OPERATIONAL CHECK OF THE GEAR WAS MADE. THE LANDING GEAR & ELECTRICAL SYS OPERATED NORMALLY. THE INSTRUCTOR PLT COULD NOT DEFINITELY SAY THAT HE OBSERVED A GEAR DOWN & LOCKED INDICATION.

Brief of Accident (Continued)

File No. - 1054 2/09/85 LAWRENCEVILLE,IL A/C Reg. No. N6464R Time (Lcl) - 1230 CST

Occurrence GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR DOWN AND LOCKED - NOT ATTAINED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

```
                                        Brief of Accident

      File No. - 1094      4/05/85    SCHAUMBURG,IL              A/C Reg. No. N8243S           Time (Lcl) - 1100 CST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                       Injuries
                                                               DESTROYED                   Fatal   Serious   Minor   None
      Type of Operation           -INSTRUCTIONAL              Fire                  Crew     0        0        2      0
      Flight Conducted Under      -14 CFR 91                   NONE                 Pass     0        0        0      0
      Accident Occurred During    -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - PIPER PA-28-161           Eng Make/Model - LYCOMING O-235-D3G       ELT Installed/Activated - YES/NO
      Landing Gear    - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt    -    2325                   Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats    -       4                   Rated Power     -     160 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                Airport Proximity
      Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                     OFF AIRPORT/STRIP
        Method           - N/A                        SAME AS ACC/INC
        Completeness     - N/A                    Destination                            Airport Data
      Basic Weather      - VMC                        LOCAL                                 SCHAUMBURG
        Wind Dir/Speed- 020/011 KTS                                                          Runway Ident     - 28
        Visibility     -     4.000 SM            ATC/Airspace                               Runway Lth/Wid   -  3000/   50
        Lowest Sky/Clouds  -        700 FT          Type of Flight Plan - NONE               Runway Surface   - ASPHALT
        Lowest Ceiling          -   700 FT BROKEN   Type of Clearance   - NONE               Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
        Precipitation           - RAIN
        Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      23          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review             Flight Time (Hours)
         COMMERCIAL,CFI                        Current        - YES       Total       -   1100       Last 24 Hrs -      0
         SE LAND                               Months Since   - 15        Make/Model-     800       Last 30 Days-     50
                                               Aircraft Type  - PA-28     Instrument-      66       Last 90 Days-    150
                                                                          Multi-Eng -       3

         Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT & INSTRUCTOR (CFI) WERE PRACTICING TOUCH-&-GO LANDINGS. THE CFI REPORTED THAT AFTER ABOUT 1 HR OF FLT,
THE ENG LOST POWER AFTER A TOUCH-&-GO AS THE ACFT WAS CLIMBING THRU ABOUT 200 TO 300 FT AGL. A TOWN & SOME BLDGS WERE
AHEAD, SO THE CFI MADE A 180 DEG TURN TO TRY TO REACH THE ONLY AVAILABLE FIELD. HOWEVER, THE ACFT MUSHED INTO TREES
BEFORE HE COULD REACH THE FIELD. AN EXAM REVEALED THE FUEL SELECTOR WAS POSITIONED TO AN EMPTY (LEFT) FUEL TANK. FUEL
WAS STILL REMAINING IN THE RIGHT MAIN TANK. THE STUDENT & INSTRUCTOR HAD VISUALLY CHECKED THE FUEL BEFORE TAKING OFF.
THE CFI ESTIMATED THERE WAS ABOUT 20 GAL REMAINING WITH THE LEFT TANK BEING THE FULLEST (FUEL LEVEL JUST BELOW THE TABS
IN THAT TANK). THE FLT WAS CONDUCTED BY USING FUEL FROM ONLY THE LEFT TANK.
------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1094 4/05/85 SCHAUMBURG,IL A/C Reg. No. N8243S Time (Lcl) - 1100 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
4. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

BEST COPY AVAILABLE

```
                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. - 1144      5/15/85    STONINGTON,IL          A/C Reg. No. N7485F          Time (Lcl) - 1800 CDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT      Aircraft Damage                    Injuries
                                                          DESTROYED                  Fatal   Serious   Minor    None
    Type of Operation        -AERIAL APPLICATION          Fire               Crew      0        0        0        1
    Flight Conducted Under   -14 CFR 137                  NONE               Pass      0        0        0        0
    Accident Occurred During -MANEUVERING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - HUGHES 269          Eng Make/Model - LYCOMING HIO-360-D1A     ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -    2050             Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       2             Rated Power    -     190 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                            Airport Data
    Basic Weather    - VMC                         LOCAL
      Wind Dir/Speed- 280/016 KTS                                                        Runway Ident    - N/A
      Visibility     -    15.0    SM           ATC/Airspace                              Runway Lth/Wid  - N/A
      Lowest Sky/Clouds  -     4500 FT SCATTERED  Type of Flight Plan - NONE             Runway Surface  - N/A
      Lowest Ceiling     -     8000 FT OVERCAST   Type of Clearance   - NONE             Runway Status   - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation      - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
       PRIVATE,COMMERCIAL,CFI               Current        - YES      Total       -    1780        Last 24 Hrs -        8
       SE LAND                              Months Since  -  5        Make/Model-     450        Last 30 Days- UNK/NR
       HELICOPTER                           Aircraft Type - UNK/NR    Instrument-     105        Last 90 Days-      120
                                                                                                 Rotorcraft   -    1660

       Instrument Rating(s)   - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER COMPLETING A SWATH RUN, THE PLT MANEUVERED THE HELICOPTER UP OVER A POWER LINE, THEN MADE A TURN-AROUND FOR
ANOTHER SWATH RUN. HE STATED THAT AS HE STARTED THE NEXT RUN, HE "FELT THE WIND PUSH THE TAIL UPWARD FORCING THE
NOSE DOWNWARD..." HE APPLIED AFT CYCLIC TO LEVEL THE HELICOPTER & FULL COLLECTIVE TO STOP THE DESCENT. HOWEVER, THE
HELICOPTER IMPACTED THE GROUND IN A LEVEL ATTITUDE, THEN ROLLED FORWARD & CAME TO REST INVERTED. ABOUT 13 MI NORTHEAST
AT DECATUR, IL, THE 1800 CDT WIND WAS FROM 280 DEG AT 16 KTS. THE PLT REPORTED THE WIND WAS GUSTING TO 24 KTS.
--------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1144 5/15/85 STONINGTON,IL A/C Reg. No. N7485F Time (Lcl) - 1800 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. TERRAIN CONDITION - GROUND
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,7

Factor(s) relating to this accident is/are finding(s) 2,3,4

EST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1112        7/04/85     DIXON,IL                  A/C Reg. No. N29931            Time (Lcl) - 1500 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor    None
     Type of Operation         -PERSONAL                        Fire                 Crew      0         0         0        1
     Flight Conducted Under    -14 CFR 91                        NONE                Pass      0         0         1        0
     Accident Occurred During  -TAKEOFF
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - NORTH AMERICAN AT-6G        Eng Make/Model - P&W R-1340-AN1          ELT Installed/Activated - YES/NO
     Landing Gear  - TAILWHEEL-RETRACTABLE MAINS Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt  -    5300                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -      2                      Rated Power    -     600 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
       Method           - N/A                        SAME AS ACC/INC
       Completeness     - N/A                     Destination                               Airport Data
     Basic Weather      - VMC                         LOCAL                                    DIXON MUNI
       Wind Dir/Speed- 200/012 KTS                                                             Runway Ident     - 26
       Visibility    -    15.0    SM              ATC/Airspace                                 Runway Lth/Wid   -  3900/   75
       Lowest Sky/Clouds  -       4000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling        -    8000 FT BROKEN     Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TOUCH AND GO
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      64            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                              Current          YES       Total       -   1070       Last 24 Hrs -       1
         SE LAND,ME LAND                      Months Since  -   5        Make/Model-     226        Last 30 Days- UNK/NR
         HELICOPTER                           Aircraft Type - AT-6G      Instrument-     191        Last 90 Days-      20
                                                                         Multi-Eng -      31        Rotorcraft  -      80

         Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
REPORTEDLY, THE PLT MADE A TOUCH-&-GO LANDING WHILE FOLLOWING AN SNJ ACFT. HE STATED THAT DURING THE TAKEOFF, THE
ACFT HAD ACCELERATED TO 85 MPH WHEN HE LOWERED THE TAIL SLIGHTLY & THE ACFT LIFTED OFF NORMALLY. HE REPORTED THAT
THE ACFT WAS APRX 4 TO 5 FT OFF THE RWY WHEN IT STARTED TO ROLL TO THE RIGHT. HE CORRECTED WITH AILERON & RUDDER,
BUT THE ACFT CONTINUED TO THE RIGHT. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND & WAS DAMAGED. THE PLT ESTIMATED
THE WIND WAS FROM 190 TO 200 DEG AT 12 KTS. APRX 35 MI NNE AT ROCKVILLE, IL, THE 1452 CDT WIND WAS FROM 210 DEG
AT 18 KTS.
```

Brief of Accident (Continued)

File No. - 1112 7/04/85 DIXON,IL A/c Reg. No. N29931 Time (Lcl) - 1500 CDT

Occurrence #1 VORTEX TURBULENCE ENCOUNTERED
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. AIRCRAFT HANDLING - NOT MAINTAINED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1124 7/05/85 PLAINFIELD,IL A/C Reg. No. N5356Q Time (Lcl) - 1335 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/013 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CHICAGO,IL
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity
ON AIRPORT

Airport Data
PLAINFIELD-CLOW
Runway Ident - 36
Runway Lth/Wid - 3370/ 50
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 16
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 30
Make/Model- 27
Instrument- 0

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 24

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT DEPARTED CHICAGO MIDWAY & FLEW TO THE CLOW ARPT TO PRACTICE TAKEOFFS & LANDINGS. ON DOWNWIND AT CLOW, THE WIND BLEW THE ACFT TOWARD THE ARPT, CAUSING IT TO BE TOO CLOSE IN TO THE RWY. SUBSEQUENTLY, THE STUDENT OVERSHOT THE TURN TO FINAL APCH & CONTD THE APCH BY ANGLING BACK TOWARD THE RWY. WHEN THE ACFT LANDED, IT WAS STILL ANGLED TO THE LEFT & WENT OFF THE LEFT SIDE OF THE RWY. THE STUDENT STEERED IT BACK ON THE RWY & INITIATED A GO-AROUND. AT ABOUT 75 FT AGL, THE ACFT BEGAN TURNING LEFT, THEN STALLED, ENTERED A STEEP DESCENT & CRASHED. THE STUDENT THOUGHT SHE HAD RETRACTED THE FLAPS, BUT THE FLAPS & FLAP SELECTOR WERE FOUND IN THE DOWN POSITION. THE WIND WAS REPORTED AS VARIABLE FROM 290 TO 310 DEG AT 13 TO 21 KTS.

Brief of Accident (Continued)

File No. - 1124   7/05/85   PLAINFIELD,IL   A/C Reg. No. N5356Q   Time (Lcl) - 1335 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1165        8/17/85    ELMORE,IL                  A/C Reg. No. N510AB          Time (Lcl) - 1212 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation        -PERSONAL                         Fire                 Crew    0        1        0        0
     Flight Conducted Under   -14 CFR 91                         NONE                Pass    0        0        0        0
     Accident Occurred During -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - DEHAVILLAND DH-82A          Eng Make/Model - BRISTOL SID GYPSY MAJ 1C  ELT Installed/Activated - YES/YES
     Landing Gear  - TAILWHEEL-ALL FIXED         Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt  -    1825                     Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                     Rated Power    -     120 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                     Airport Proximity
     Wx Briefing     - UNK/NR                     Last Departure Point                         OFF AIRPORT/STRIP
       Method        - UNK/NR                       BLAKESBURG,IA
       Completeness  - WEATHER NOT PERTINENT      Destination                                 Airport Data
     Basic Weather   - VMC                          LACON,IL
       Wind Dir/Speed- 135/010 KTS                                                              Runway Ident    - N/A
       Visibility    -    10.0   SM             ATC/Airspace                                    Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -     UNK/NR   THIN BKN  Type of Flight Plan - NONE                   Runway Surface  - N/A
       Lowest Ceiling        - BROKEN              Type of Clearance   - NONE                   Runway Status   - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     62          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                                  Current        - YES      Total        - 24050        Last 24 Hrs -      2
        SE LAND,ME LAND                             Months Since   -  1       Make/Model-      40        Last 30 Days-     11
                                                    Aircraft Type - UNK/NR    Instrument-    7900        Last 90 Days-     40
                                                                              Multi-Eng -   22000

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A X-COUNTRY FLT, THE ENG LOST POWER & THE PROP CONTINUED TO WINDMILL. SUBSEQUENTLY, THE ACFT CRASHED
DURING AN EMERG LANDING. DURING THE CRASH LANDING, THE PLT'S SHOULDER HARNESS FAILED AT THE UPPER ATTACHMENT POINT &
HE RECEIVED HEAD & BACK INJURIES. AN EXAM OF THE ENG REVEALED THAT THE 2ND & AFT EXHAUST VALVES WERE STICKING.

--------------------------------------------------------------------------------------------------------------------
```

File No. - 1165 8/17/85 ELMORE,IL A/C Reg. No. N510AB Time (Lcl) - 1212 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,VALVE - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. MISC EQPT/FURNISHINGS,SHOULDER HARNESS - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1166      9/24/85    BREESE,IL                A/C Reg. No. N67182         Time (Lcl) - 0715 CDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                   Fatal    Serious    Minor    None
     Type of Operation         -AERIAL APPLICATION             Fire                  Crew       0         0         0        1
     Flight Conducted Under    -14 CFR 137                      NONE                 Pass       0         0         0        0
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HILLER UH-12D               Eng Make/Model - LYCOMING VO-435-A1C      ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                        Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    3100                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       3                     Rated Power     -     260 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
       Method          - N/A                         BREESE,IL
       Completeness    - N/A                       Destination                            Airport Data
     Basic Weather     - VMC                         LOCAL
       Wind Dir/Speed- 180/004 KTS                                                          Runway Ident     - N/A
       Visibility      -    15.0    SM          ATC/Airspace                                Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                Runway Surface   - N/A
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      36              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                             Current        - YES        Total      -   5948        Last 24 Hrs - UNK/NR
                                               Months Since   - 14         Make/Model-    800         Last 30 Days-      5
        HELICOPTER                             Aircraft Type  - UH-12D     Instrument-     75         Last 90 Days-    110
                                                                                                      Rotorcraft  -   5934

        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT THE ENG BEGAN LOSING POWER WHILE HE WAS EN ROUTE AT AN ALT OF APRX 200 FT AGL. HE TURNED &
INITIATED AN AUTOROTATION TO A ROAD CONSTRUCTION SITE. THE HELICOPTER LANDED TAIL LOW. SUBSEQUENTLY, THE TAIL BOOM
WAS CHOPPED OFF & THE HELICOPTER BOUNCED & ROTATED 180 DEG. AN EXAM OF THE ENG REVEALED THE #4 PISTON HAD FAILED. THE
PISTON HAD BURNT & MOLTEN ALUMINUM HAD TRANSFERRED TO THE STEM OF THE EXHAUST VALVE CAUSING IT TO STICK OPEN.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1166 9/24/85 BREESE,IL A/C Reg. No. N67182 Time (Lcl) - 0715 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. ENGINE ASSEMBLY,PISTON - FAILURE,PARTIAL
2. ENGINE ASSEMBLY,PISTON - OVERTEMPERATURE
3. ENGINE ASSEMBLY,VALVE - BINDING(MECHANICAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

```
                        National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

    File No. - 1157      5/03/83    VALPARAISO,IN            A/C Reg. No. N23388           Time (Lcl) - 1153 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                 Crew    0         0         1         0
    Flight Conducted Under     -14 CFR 91                      NONE                Pass    0         0         0         0
    Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172 M             Eng Make/Model  - LYCOMING O-320-E2D        ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED           Number Engines  -  1                           Stall Warning System - YES
    Max Gross Wt   -    2300                  Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                  Rated Power     -     150 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                             Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                      ON AIRPORT
      Method         - N/A                      GRIFFITH,IN
      Completeness   - N/A                   Destination                             Airport Data
    Basic Weather    - VMC                      LOCAL                                   PORTER COUNTY
      Wind Dir/Speed- 080/006 KTS                                                       Runway Ident      - 09
      Visibility     -    15.0   SM        ATC/Airspace                                 Runway Lth/Wid    -  6000/  150
      Lowest Sky/Clouds  -    UNK/NR   SCATTERED  Type of Flight Plan - NONE            Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE           Type of Clearance    - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE           Type Apch/Lndg       - TRAFFIC PATTERN
      Precipitation         - NONE                                  TOUCH AND GO
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                      Age -     58           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)            Biennial Flight Review              Flight Time (Hours)
        PRIVATE                             Current        - YES       Total       -     226        Last 24 Hrs -       2
        SE LAND                             Months Since   - 23        Make/Model-       60        Last 30 Days- UNK/NR
                                            Aircraft Type  - 172M      Instrument-        2        Last 90 Days-       5


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DEPARTED THE GRIFFITH ARPT ON A LOCAL FLT & PROCEEDED TO TWO OTHER ARPTS TO PRACTICE LANDINGS. HE FLEW
TO THE STARKE COUNTY ARPT & MADE 5 OR 6 LANDINGS, THEN WENT TO THE PORTER COUNTY ARPT. AFTER THE 5TH TOUCH-&-GO,
HE PREPARED TO TAKEOFF BY RETRACTING THE FLAPS & INSURING THAT HE HAD MIXTURE RICH, CARB HEAT OFF & THROTTLE FULL
FORWARD. HOWEVER, AFTER LIFT-OFF, THE ACFT DID NOT SEEMED TO CLIMB NORMALLY. HE RECHECKED ALL CONTROLS & EVERYTHING
SEEMED TO BE IN THE NORMAL POSITION, BUT THE ACFT WAS NOT CLIMBING. BEFORE HE INITIATED AN EMERG LANDING, THE RGT
WING STRUCK THE GROUND & THE ACFT CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.
```

Brief of Accident (Continued)

File No. - 1157 5/03/85 VALPARAISO,IN A/C Reg. No. N23388 Time (Lcl) - 1153 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND
2. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF

Finding(s)
3. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1093      6/08/85    GREENFIELD,IN            A/C Reg. No. N1773H            Time (Lcl) - 2107 EST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                  Fatal    Serious    Minor      None
     Type of Operation          -PERSONAL                        Fire                 Crew      0          1         0          0
     Flight Conducted Under     -14 CFR 91                        NONE                Pass      0          2         0          0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 310C                    Eng Make/Model - CONTINENTAL IO-470-D     ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    4830                        Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       5                        Rated Power     -     260 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                  Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
       Method           - N/A                          ST.LOUIS,MO
       Completeness     - N/A                       Destination                             Airport Data
     Basic Weather      - VMC                          COLUMBUS,OH
       Wind Dir/Speed- 200/006 KTS                                                             Runway Ident     - N/A
       Visibility      -     7.0    SM              ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -      2500 FT THIN BKN     Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling          - NONE                 Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE                   Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     62                Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL                               Current         - YES        Total       -    2445     Last 24 Hrs -       3
         SE LAND,ME LAND                          Months Since    -  3         Make/Model-     1227     Last 30 Days-       8
                                                  Aircraft Type  - PA-32       Instrument-      452     Last 90 Days-      25
                                                                               Multi-Eng -     1227

         Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
```

----Narrative----

WHILE EN ROUTE, THE L ENG SUDDENLY LOST POWER & WOULD NOT RESTART, SO THE PLT FEATHERED THE L PROP. AFTER LETTING IT COOL APRX 5 MIN, HE TRIED RESTARTING IT AGAIN, BUT STILL WAS UNABLE. HE STATED HE THOUGHT HE THEN SECURED (FEATHERED) THE L ENG. THE PLT DIVERTED TOWARD INDIANAPOLIS. HE NOTED THAT THE R ENG BEGAN TO OVERHEAT & LOSE POWER. SUBSEQUENTLY, THE ACFT CRASH LANDED IN A CORN FLD AT NGT WITH THE LNDG GEAR RETRACTED & W/O LNDG LGTS (LGTS WOULD NOT EXTEND). AN EXAM REVEALED FUEL WAS REMAINING IN ALL TANKS. SHERIFF PSNL HAD MOVED THE FUEL SELECTORS WHEN THEY ARRIVED, SO THE SELECTOR POSITIONS WERE NOT VERIFIED. FOUND L THROTTLE FULL FWD, L MIX CTL MID-RANGE, L PROP CTL FULL LOW RPM (NOT FEATHERED). THE L PROP WAS NOT FEATHERED; BUT THE R PROP WAS FEATHERED (PLT SAID HE FEATHERED IT JUST BEFORE IMPACT). A TEARDOWN OF THE L ENG REVEALED THE #4 MAIN BEARING HAD FAILED; BOTTOM HALF OF OIL COOLER WAS 95% BLOCKED FROM SOFT METAL CONTAMINATION, PROP GOV MOUNTING GASKET WAS 75% BLOCKED BY METAL CONTAMINATION; BUT THE L ENG CRANKSHAFT WOULD STILL TURN.

Brief of Accident (Continued)

File No. - 1093 6/08/85 GREENFIELD,IN A/C Reg. No. N1773H Time (Lcl) - 2107 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
2. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
3. PROPELLER FEATHERING - NOT MAINTAINED - PILOT IN COMMAND
4. PROPELLER FEATHERING - IMPROPER - PILOT IN COMMAND
5. ENGINE ASSEMBLY,OTHER - OVERTEMPERATURE
6. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
7. LIGHT CONDITION - DARK NIGHT
8. LANDING LIGHT - INOPERATIVE
9. WHEELS UP LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,3

Factor(s) relating to this accident is/are finding(s) 5,7,8

```
                         National Transportation Safety Board
                               Washington, D.C. 20594


                                 Brief of Accident

   File No. - 1171     6/20/85    ORLEANS,IN              A/C Reg. No. N7750N           Time (Lcl) - 1235 EST
-------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)    Aircraft Damage                    Injuries
                                                           SUBSTANTIAL            Fatal   Serious   Minor   None
    Type of Operation          -BUSINESS                  Fire             Crew     0        1        0      0
    Flight Conducted Under     -14 CFR 91                  NONE            Pass     0        0        0      0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - PIPER PA-28-180       Eng Make/Model - LYCOMING O-360-A4A     ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-FIXED        Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt    -    2450               Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -       4               Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                              Airport Proximity
    Wx Briefing      - FSS                    Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE                CINCINNATI,OH
      Completeness   - FULL                 Destination                          Airport Data
    Basic Weather    - VMC                      ST.LOUIS,MO
      Wind Dir/Speed- 230/004 KTS                                                  Runway Ident     - N/A
      Visibility     -     7.0    SM        ATC/Airspace                           Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      4500 FT SCATTERED  Type of Flight Plan - VFR       Runway Surface   - N/A
      Lowest Ceiling         -  6000 FT BROKEN     Type of Clearance   - VFR       Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -      38            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                            Current        - YES      Total        -    297      Last 24 Hrs - UNK/NR
        SE LAND                            Months Since   - 10       Make/Model-       297      Last 30 Days-      13
                                           Aircraft Type  - PA-28    Instrument- UNK/NR         Last 90 Days-      28
                                                                     Multi-Eng  - UNK/NR        Rotorcraft   - UNK/NR


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------
----Narrative----
DURING FLT, THE PLT NOTED THAT THE ENG RPM DROPPED FROM 2500 TO 2000. HE COULD NOT RESTORE THE RPM. HE THEN HEARD
A LOUD NOISE FROM THE ENG COMPARTMENT & THE ENG SEIZED. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING AN EMERG LANDING
IN A CORN FIELD. A TEARDOWN OF THE ENG REVEALED THAT THE #3 ROD, PN 74502-S, WAS BROKEN, BENT & WEDGED BETWEEN THE
#4 ROD & ENG CASE. THE #3 BEARING SURFACE ON THE CRANKSHAFT WAS GALLED & BOTH ROD BOLTS ON THE #3 CONNECTING ROD
WERE BROKEN. ALSO, THE #2 & #4 CONNECTING ROD BEARINGS, PN 72218, HAD SPUN. METAL PARTICALS WERE FOUND THRU-OUT THE
ENG. THERE WAS STILL 5-1/2 QTS OF OIL IN THE ENG.
```

File No. - 1171 6/20/85 ORLEANS,IN A/C Reg. No. N7750N Time (Lcl) - 1235 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - CROP
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

```
                     National Transportation Safety Board
                          Washington, D.C. 20594



                              Brief of Accident

   File No. - 1091      2/20/85    HUTCHINSON,KS          A/C Reg. No. N617CA          Time (Lcl) - 1900 CST
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                   Injuries
     Name of Carrier           -COFFEYVILLE AIRCRAFT INC.    SUBSTANTIAL               Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO    Fire               Crew      0        1        0       0
     Flight Conducted Under    -14 CFR 135                   NONE              Pass      0        0        0       0
     Accident Occurred During  -APPROACH
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH 95-B55              Eng Make/Model - CONTINENTAL IO-470      ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                          Stall Warning System - YES
     Max Gross Wt   -    5000                   Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       2                   Rated Power    -      260 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                               Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                    OFF AIRPORT/STRIP
       Method         - IN PERSON                  LIBERAL,KS
       Completeness   - FULL                     Destination                           Airport Data
     Basic Weather    - IMC                        SAME AS ACC/INC                       HUTCHINSON MUNI
       Wind Dir/Speed- 180/020 KTS                                                       Runway Ident     - 13
       Visibility     -     2.000 SM           ATC/Airspace                              Runway Lth/Wid   -  7001/  200
       Lowest Sky/Clouds  -        200 FT        Type of Flight Plan - IFR               Runway Surface   - ASPHALT
       Lowest Ceiling     -        200 FT OBSCURED  Type of Clearance   - IFR            Runway Status    - WET
       Obstructions to Vision- FOG               Type Apch/Lndg      - ILS-COMPLETE
       Precipitation         - DRIZZLE
       Condition of Light    - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                     Age -      23            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)           Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                         Current        - YES        Total      -    1255      Last 24 Hrs -       4
         SE LAND,ME LAND                    Months Since   -  1         Make/Model-       30      Last 30 Days- UNK/NR
                                            Aircraft Type  - BE-55      Instrument-       80      Last 90 Days-     280
                                                                        Multi-Eng -       55

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ARRIVAL, THE PLT BEGAN AN ILS APCH TO RWY 13 AT THE HUTCHINSON MUNI ARPT. HE REPORTED THAT HE HAD TURNED
OFF THE 16 MI ARC, HAD INTERCEPTED THE LOCALIZER & HAD BEGUN HIS DESCENT TO THE MIN PUBLISHED ALT TO CROSS OVER
THE OUTERMARKER (FINAL APCH FIX). JUST PRIOR TO REACHING THE OUTER MARKER, THE ACFT COLLIDED WITH THE 2 TOP STATIC
WIRES OF A POWER LINE, THEN CRASHED TO THE GROUND. DURING AN EXAM OF THE ACFT, THE ALTIMETER WAS FOUND INDICATING
8400 FT. IT WAS TAKEN TO A REPAIR STATION FOR A TEARDOWN, BUT WAS READING -3500 FT BY THEN. A DISASSEMBLY & EXAM
OF THE ALTIMETER WAS MADE, BUT ITS PREIMPACT CONDITION & ITS READ-OUT AT IMPACT COULD NOT BE DETERMINED.
```

File No. - 1091 2/20/85 HUTCHINSON,KS A/C Reg. No. N617CA Time (Lcl) - 1900 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
1. UNDETERMINED
2. LIGHT CONDITION - DARK NIGHT
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - OBSCURATION
6. OBJECT - WIRE,STATIC
7. PROPER ALTITUDE - NOT MAINTAINED -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1032 6/29/85 HAYS,KS A/C Reg. No. N98343 Time (Lcl) - 0756 CDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----
Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 210/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
KEY WEST,FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
HAYS
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 61
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 272
Make/Model- 170
Instrument- 22
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - NONE

----Narrative----
THE PLT STARTED THE ENG & WAS PREPARING TO TAXI FROM THE PARKING AREA WHEN HE REACHED BACK TO RETRIEVE A FLASHLIGHT FROM HIS FLT CASE. AT THAT TIME, THE ACFT BEGAN SLOWLY ROLLING FORWARD. WHEN THE PLT RETURNED HIS ATTENTION TO THE FRONT, HE APPLIED BRAKES. HOWEVER, BEFORE STOPPING, THE ACFT'S PROP HIT THE WING OF A NORTH AMERICAN AT-6C, N9530C.

Brief of Accident (Continued)

File No. - 1032 6/29/85 HAYS,KS A/C Reg. No. N98343 Time (Lcl) - 0756 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1027       7/14/85    SALINA,KS                    A/C Reg. No. N1522Z              Time (Lcl) - 1630 CDT
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                   Fatal   Serious   Minor    None
    Type of Operation          -FLT CHECK                       Fire                  Crew      0        0        0        2
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass      0        0        0        0
    Accident Occurred During   -TAKEOFF
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 95-A55              Eng Make/Model - CONTINENTAL IO-470      ELT Installed/Activated - NO -N/A
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  2                         Stall Warning System - YES
    Max Gross Wt   -    4800                   Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                   Rated Power     -      260 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                     Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                           ON AIRPORT
      Method         - N/A                      SAME AS ACC/INC
      Completeness   - N/A                  Destination                                  Airport Data
    Basic Weather    - VMC                      LOCAL                                        SALINA MUNI
      Wind Dir/Speed- 250/008 KTS                                                            Runway Ident      - 17
      Visibility     -    15.0   SM          ATC/Airspace                                    Runway Lth/Wid    - 13300/  300
      Lowest Sky/Clouds  -     10000 FT SCATTERED  Type of Flight Plan - NONE                Runway Surface    - CONCRETE
      Lowest Ceiling          - NONE           Type of Clearance   - NONE                    Runway Status     - DRY
      Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                 TOUCH AND GO
      Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     56            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                Current         - YES      Total      -   1911        Last 24 Hrs -       1
          SE LAND                               Months Since    - 15       Make/Model-      55        Last 30 Days- UNK/NR
                                                Aircraft Type - BE-P35     Instrument-      97        Last 90 Days-      78
                                                                           Multi-Eng -      55

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE WAS RECEIVING A MULTI-ENGINE FLIGHT CHECK FROM A DESIGNATED FLT EXAMINER. THEY WERE STILL
ROLLING AFTER A LANDING WHEN THE EXAMINER REQUESTED A GO-AROUND. THE PLT SAID THAT AFTER ADVANCING THE THROTTLES, HE
REACHED FOR THE FLAP SWITCH & RAISED THE LANDING GEAR SWITCH INSTEAD. THE LANDING GEAR RETRACTED.

--------------------------------------------------------------------------------------------------------------------------
```

File No. - 1027   7/14/85   SALINA,KS   A/C Reg. No. N1522Z   Time (Lcl) - 1630 CDT

Occurrence   GEAR COLLAPSED
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
  1. TOUCH-AND-GO LANDING - INITIATED -
  2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1081       8/05/85    DODGE CITY,KS             A/C Reg. No. N9257G          Time (Lcl) - 1350 CDT
--------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                          Injuries
                                                                DESTROYED                    Fatal   Serious   Minor     None
     Type of Operation          -AERIAL APPLICATION            Fire                   Crew     0        1        0         0
     Flight Conducted Under     -14 CFR 137                     NONE                  Pass     0        0        0         0
     Accident Occurred During   -MANEUVERING
--------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA A188B               Eng Make/Model - CONTINENTAL IO-520-D-23   ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    4000                    Engine Type     - RECIP-FUEL INJECTED
     No. of Seats   -       1                    Rated Power     -      300 HP
--------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                       Destination                             Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 270/008 KTS                                                          Runway Ident    - N/A
       Visibility     -    15.0    SM            ATC/Airspace                               Runway Lth/Wid  - N/A
       Lowest Sky/Clouds  -      6500 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface  - N/A
       Lowest Ceiling          - NONE -             Type of Clearance   - NONE              Runway Status   - N/A
       Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
--------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      35            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
        PRIVATE,COMMERCIAL                     Current         - YES       Total       -   2833        Last 24 Hrs -       10
        SE LAND,ME LAND                        Months Since    - 23        Make/Model-     1868        Last 30 Days- UNK/NR
        GLIDER                                 Aircraft Type - UNK/NR      Instrument-       10        Last 90 Days-      130
                                                                           Multi-Eng -       51

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS MAKING EAST & WEST RUNS OVER A MILO FIELD AS HE WAS DISPENSING PARATHION. HE REPORTED THAT HE HAD
BEEN WORKING UNDER HIGH VOLTAGE POWER LINES EACH TIME HE FLEW PAST THE WEST EDGE OF THE FIELD. HE STATED THAT ON
THE LAST PASS, THE ACFT ENCOUNTERED A DUST DEVIL & HE FELT IT RISE AS HE PASSED UNDER THE POWER LINES. THE VERTICAL
STABILIZER HIT THE BOTTOM WIRE WHICH WAS ABOUT 30 TO 35 FT AGL & THE ENTIRE TAIL SECTION WAS RIPPED OFF THE ACFT.
THE ACFT THEN IMPACTED THE GROUND ABOUT 120 FT EAST OF THE POWER LINES & SLID INVERTED FOR ANOTHER 90 FT TO THE
EAST BEFORE COMING TO REST.
```

Brief of Accident (Continued)

File No. - 1081   8/05/85   DODGE CITY,KS   A/C Reg. No. N9257G   Time (Lcl) - 1350 CDT

Occurrence #1   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. OBJECT - WIRE,TRANSMISSION
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1199 8/10/85 HAYS,KS A/C Reg. No. N98251 Time (Lcl) - 1600 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -CHECK FLIGHT
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2250
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 090/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HAYS,KS
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
HAYS
Runway Ident - 34
Runway Lth/Wid - 5700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total -	58	Last 24 Hrs -	2
Make/Model-	58	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	23
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT, WHO WAS TAKING HIS PVT PLT CHK RIDE WITH AN FAA-DESIGNATED EXAMINER, REDUCED POWER PREMATURLY ON FINAL APPROACH FOR LANDING AT HAYS. THE ACFT DROPPED, STRIKING THE GROUND IN A LEVEL ATTITUDE, WHICH JAMMED THE NOSE GEAR UPWARDS, DISTORTING AND SUBSTANTIALLY DAMAGING THE ACFT'S FIREWALL.

Brief of Accident (Continued)

File No. - 1199   8/10/85   HAYS,KS   A/C Reg. No. N98251   Time (Lcl) - 1600 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. SUPERVISION - INADEQUATE - CHECK PILOT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1015   4/16/85   PRESTONBURG,KY   A/C Reg. No. N773WW   Time (Lcl) - 1440 EST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation - POSITIONING
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BELL 206L-1
Landing Gear - SKID
Max Gross Wt - 4050
No. of Seats - 6
Eng Make/Model - ALLISON 250-C28B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 500 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 34
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - 206B-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	5433	Last 24 Hrs -	7
Make/Model-	121	Last 30 Days-	UNK/NR
Instrument-	202	Last 90 Days-	93
Multi-Eng -	216	Rotorcraft -	4333

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

THE PAX DEPLANED & THE PLT TOOK OFF ON A SHORT FLT TO A NEARBY ARPT TO REFUEL. AFTER CLIMBING FOR ABOUT 30 TO 40 SEC & ACCELERATING TO APRX 100 KTS, THE PLT STARTED TO ADJUST THE PWR FOR LVL FLT. AT ABOUT THAT TIME, THE ENG LOST PWR. THE PLT ATTEMPTED TO RESTORE ENG PWR, BUT WAS UNABLE. HE TURNED TO LAND IN A LARGE FIELD THAT HE HAD JUST OVERFLOWN. DRG AN AUTOROTATION, THE ENG STABILIZED AT IDLE RPM, BUT WOULD NOT RESPOND TO THROTTLE MOVEMENTS. THE PLT SAW POWER LINES IN HIS AUTOROTATION PATH & ELECTED TO CROSS OVER A CREEK & A ROW OF TREES & LAND IN ANOTHER FIELD. HOWEVER, THE HELICOPTER HAD INSUFFICIENT ALT TO CLEAR THE TREES. SUBSEQUENTLY, IT HIT THE TREES & CRASH LANDED ON A CREEK BANK. AFTER LANDING, THE ENG WAS STILL RUNNING & WAS SHUT DOWN BY USING THE FUEL SHUT-OFF SW. THE AFT FUEL CELL WAS PUNCTURED DRG IMPACT; THEREFORE, THE AMOUNT OF FUEL ON BOARD COULD NOT BE DETERMINED. THE ENG OPERATED DRG A POST-CRASH CHECK, BUT IMPACT DAMAGE PREVENTED OPERATING IT AT HIGH RPM. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1015 4/16/85 PRESTONBURG,KY A/C Reg. No. N773WW Time (Lcl) - 1440 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. FUEL SYSTEM - UNDETERMINED
2. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - PERFORMED - PILOT IN COMMAND
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,6

```
                        National Transportation Safety Board
                              Washington, D.C. 20594


                                 Brief of Accident

     File No. - 1186      3/02/85    HOUMA,LA               A/C Reg. No. N2878K          Time (Lcl) - 1805 CST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor      None
     Type of Operation          -BUSINESS                      Fire                   Crew    0         0         0          1
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass    0         0         0          0
     Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 180                       Eng Make/Model - CONTINENTAL O-470-U       ELT Installed/Activated - UNK/NR
     Landing Gear   - TAILWHEEL-ALL FIXED              Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2650                          Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       6                          Rated Power    -     230 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                      Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING          Last Departure Point                       ON AIRSTRIP
        Method         - N/A                              SAME AS ACC/INC
        Completeness   - N/A                           Destination                               Airport Data
      Basic Weather    - VMC                              LOCAL                                     SHANNON FLD
        Wind Dir/Speed- 140/013 KTS                                                                 Runway Ident      - UNK/NR
        Visibility     -     7.0    SM                A/C/Airspace                                  Runway Lth/Wid    -   1100 -UNK/NR
        Lowest Sky/Clouds  -       1600 FT               Type of Flight Plan - NONE                 Runway Surface    - GRASS/TURF
        Lowest Ceiling         -   1600 FT BROKEN        Type of Clearance   - NONE                 Runway Status     - WET
        Obstructions to Vision- NONE                     Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     22             Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL,CFI                           Current        - UNK/NR     Total      -    2000         Last 24 Hrs  - UNK/NR
          SE LAND,ME LAND,SE SEA                   Months Since   - UNK/NR     Make/Model - UNK/NR          Last 30 Days- UNK/NR
                                                   Aircraft Type  - UNK/NR     Instrument- UNK/NR           Last 90 Days- UNK/NR
                                                                               Multi-Eng  - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ATTEMPTING TO TAKEOFF FROM A SHORT MUDDY STRIP NEAR HOUMA, LA. HE ELECTED TO ABORT THE TAKEOFF & APPLIED
BRAKES. THE ACFT THEN ROLLED OVER A DRY AREA ON THE STRIP, WHERE BRAKING ACTION BECAME EFFECTIVE & THE AIRCRAFT NOSED
OVER. NO MECHANICAL MALFUNCTION WAS REPORTED.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1186   3/02/85   HOUMA,LA   A/C Reg. No. N2878K   Time (Lcl) - 1805 CST

Occurrence   NOSE OVER
Phase of Operation   TAKEOFF

Finding(s)
1. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

```
                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. - 1001       4/20/85    SLIDELL,LA              A/C Reg. No. N93485             Time (Lcl) - 1400 CST
----------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                       Fire                Crew      0        0        0        1
      Flight Conducted Under    -14 CFR 91                       NONE               Pass      0        0        0        0
      Accident Occurred During  -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA A185F                  Eng Make/Model - CONTINENTAL IO-520-D      ELT Installed/Activated - YES/YES
      Landing Gear   - AMPHIBIAN                     Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    3350                       Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       6                       Rated Power    -      300 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                          SLIDELL,LA
        Completeness   - N/A                       Destination                              Airport Data
      Basic Weather    - VMC                          LOCAL
        Wind Dir/Speed- 160/014 KTS                                                            Runway Ident     - N/A
        Visibility     -     7.0   SM             ATC/Airspace                                 Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -    2000 FT SCATTERED   Type of Flight Plan - NONE                 Runway Surface   - WATER
        Lowest Ceiling       -  6000 FT BROKEN      Type of Clearance   - NONE                 Runway Status    - WET
        Obstructions to Vision- NONE                Type Apch/Lndg      - TRAFFIC PATTERN                         WATER - CHOPPY
        Precipitation        - NONE                                       STRAIGHT-IN
        Condition of Light    - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     52             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          COMMERCIAL,ATP,CFI                      Current          - YES        Total      -  14000        Last 24 Hrs -       3
          SE LAND,ME LAND,SE SEA,ME SEA           Months Since  -  2            Make/Model-     200        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR        Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                                Multi-Eng - UNK/NR         Rotorcraft   - UNK/NR

          Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING A WATER LANDING, THE LEFT FLOAT DRAGGED, BUT HE WAS ABLE TO "PULL IT OUT" & STARTED
TO ADD POWER TO GO AROUND. HOWEVER, HE SAW POWER LINES AHEAD & REALIZED THAT A GO-AROUND WAS NOT POSSIBLE. HE
SAID HE "PLANTED IT BACK ON THE WATER" & THEN THE ACFT NOSED OVER. THE PLT REPORTED THAT THE LEFT MAIN GEAR WAS
PARTIALLY EXTENDED WHICH CAUSED THE LEFT FLOAT TO DRAG OR DIG IN.

----------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1001 4/20/85 SLIDELL,LA A/C Reg. No. N93485 Time (Lcl) - 1400 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LANDING GEAR,FLOAT ASSEMBLY - UNDETERMINED

Occurrence #2 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. WEATHER CONDITION - UNFAVORABLE WIND
3. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1145 8/07/85 TALLULAH,LA A/C Reg. No. N962X Time (Lcl) - 1230 CDT

----Basic Information----

Type Operating Certificate-AGRICULTURAL AIRCRAFT
Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6075
No. of Seats - 1
Eng Make/Model - P&W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TALLULAH,LA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 17000
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - 10
Last 30 Days- UNK/NR
Last 90 Days- 200

Instrument Rating(s) - NONE

----Narrative----

DURING AN AERIAL APPLICATION OPERATION, THE ENG LOST POWER & THE PLT MADE AN EMERGENCY LANDING IN A SOY BEAN FIELD. WHILE ON THE LANDING ROLL, THE ACFT NOSED OVER. THE OPERATOR REPORTED THAT HE DID NOT SEE OR SMELL ANY FUEL AROUND THE ACFT; HE BELIEVED THAT THE ENG LOST POWER FROM FUEL EXHAUSTION. DURING A POST-ACCIDENT TEST RUN, THE ENG OPERATED NORMALLY.

Brief of Accident (Continued)

File No. - 1145   8/07/85   TALLULAH,LA   A/C Reg. No. N962X   Time (Lcl) - 1230 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - CROP

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1044 3/30/85 ORANGE,MA A/C Reg. No. N43871 Time (Lcl) - 1215 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2
Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP
ELT Installed/Activated - YES/YES
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
HARTFORD,CT
Destination
ORANGE,MA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 102
Make/Model- 100
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 11

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED HE WAS FLYING AT ABOUT 25 FT ABOVE WATER. AS THE ACFT CROSSED OVER A GRASS COVERED SAND BAR, THE GEAR ENCOUNTERED "SWAIL GRASS" & THE ACFT WAS "DRAGGED IN." THE PLT ALSO REPORTED THAT THE ACFT HAD ENCOUNTERED TURBULENCE; HOWEVER, A WITNESS REPORTED THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 1044 3/30/85 ORANGE,MA A/C Reg. No. N43871 Time (Lcl) - 1215 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - SAND BAR
4. TERRAIN CONDITION - HIGH VEGETATION
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

```
     File No. - 1048       3/31/85     PITTSFIELD,MA              A/C Reg. No. N386X              Time (Lcl) - 1610 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor      None
      Type of Operation          -PERSONAL                      Fire                  Crew     0         0         0          1
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0         0         0          2
      Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - MAULE M-5-235C                  Eng Make/Model - LYCOMING O-540-J1A5D       ELT Installed/Activated - YES/NO
      Landing Gear   - TAILWHEEL-ALL FIXED             Number Engines -  1                             Stall Warning System - YES
      Max Gross Wt   -    2300                         Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                         Rated Power     -      235 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                     Itinerary                                    Airport Proximity
      Wx Briefing      - FSS                           Last Departure Point                         OFF AIRPORT/STRIP
        Method         - TELEPHONE                       GAITHERSBURG,MD
        Completeness   - FULL                         Destination                                 Airport Data
      Basic Weather    - VMC                             PITTSFIELD,MA                              PITTSFIELD MUNI
        Wind Dir/Speed- 080/003 KTS                                                                 Runway Ident      - 08
        Visibility     -    6.0    SM                ATC/Airspace                                   Runway Lth/Wid    -  5000/   100
        Lowest Sky/Clouds  -       2500 FT SCATTERED   Type of Flight Plan - IFR                    Runway Surface    - ASPHALT
        Lowest Ceiling         -   6000 FT OVERCAST    Type of Clearance   - IFR                    Runway Status     - DRY
        Obstructions to Vision- FOG                    Type Apch/Lndg      - TRAFFIC PATTERN                            SNOW - DRY
        Precipitation          - FREEZING RAIN
        Condition of Light     - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      35              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                 Current        - YES       Total       -     472        Last 24 Hrs -        2
          SE LAND,SE SEA                          Months Since   -  9        Make/Model  -     252        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument  -     102        Last 90 Days-       12


          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A PREFLT WX BRIEFING, THE PLT WAS ADVISED OF POSSIBLE MODERATE ICING IN CLOUDS FROM THE SURFACE TO 4000 FT.
WHILE IN FLT, STRUCTURAL ICING CONDITIONS WERE ENCOUNTERED & RIME ICE ACCUMULATED ON THE WINDSHIELD. ALSO, CARB ICE
CONDITIONS WERE ENCOUNTERED & FULL CARB HEAT WAS APPLIED. THE ACFT WAS GETTING NEAR THE DESTINATION, SO THE PLT
ELECTED TO CONTINUE. HE TURNED THE CARB HEAT OFF FOR A SHORT WHILE, THEN ABOUT 8 MI FROM THE DESTINATION ARPT, HE
TURNED IT BACK ON. AS THE ACFT APPROACHED THE ARPT, ICE BEGAN ACCUMULATING RAPIDLY ON THE WINGS, TIRES, STRUTS &
WINDSHIELD. THE WINDSHIELD WAS ALMOST TOTALLY COVERED WITH ICE. AFTER ENTERING THE TRAFFIC PATTERN TO LAND, THE PLT
TURNED BASE WITH ABOUT 16 INCHES OF MANIFOLD PRESSURE. AT ABOUT THAT TIME, THE ENG LOST POWER & WOULD NOT RESTART. AN
EMERG LANDING WAS MADE IN A SMALL FIELD SHORT OF THE RWY WHERE THE GEAR COLLAPSED BEFORE THE ACFT STOPPED. NO PREIMPACT
PART FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION.
-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1048 3/31/85 PITTSFIELD,MA A/C Reg. No. N386X Time (Lcl) - 1610 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - ICING CONDITIONS
3. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. FUEL SYSTEM,CARBURETOR - ICE
6. CARBURETOR HEAT - INITIATED - PILOT IN COMMAND
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. CARBURETOR HEAT - NOT MAINTAINED - PILOT IN COMMAND
9. WEATHER CONDITION - RAIN
10. WING - ICE
11. FUSELAGE - ICE
12. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
13. FUEL SYSTEM,CARBURETOR - ICE
14. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
15. LIGHT CONDITION - DUSK
16. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #5 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
17. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,13,14

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,9,10,11,12,15,16

```
                                       National Transportation Safety Board
                                             Washington, D.C. 20594


                                                Brief of Accident

       File No. - 1037       4/13/85    MANSFIELD,MA                A/C Reg. No. N90862              Time (Lcl) - 1655 EST
--------------------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)             Aircraft Damage                              Injuries
                                                                      SUBSTANTIAL                    Fatal     Serious     Minor      None
      Type of Operation          -PERSONAL                           Fire                 Crew         0          0           0         1
      Flight Conducted Under     -14 CFR 91                           NONE                Pass         0          0           0         1
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - BLANIK L-13                        Eng Make/Model - N/A                    ELT Installed/Activated - NO -N/A
      Landing Gear   - UNK/NR                             Number Engines - N/A                       Stall Warning System - NO
      Max Gross Wt   -    1102                            Engine Type    - N/A
      No. of Seats   -       2                            Rated Power    - N/A
--------------------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                        Itinerary                                   Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING            Last Departure Point                        ON AIRPORT
        Method         - N/A                                SAME AS ACC/INC
        Completeness   - N/A                             Destination                               Airport Data
      Basic Weather    - VMC                                LOCAL                                     MANSFIELD
        Wind Dir/Speed- 140/015 KTS                                                                   Runway Ident     - 14
        Visibility     -   40.0   SM                    ATC/Airspace                                  Runway Lth/Wid   -  3500/    75
        Lowest Sky/Clouds  -    CLEAR                     Type of Flight Plan - NONE                  Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE                      Type of Clearance   - NONE                  Runway Status    - DRY
        Obstructions to Vision- NONE                      Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                           Age -     67            Medical Certificate - NO MEDICAL
       Certificate(s)/Rating(s)                 Biennial Flight Review               Flight Time (Hours)
          PRIVATE                                   Current       - YES         Total     -    1243          Last 24 Hrs -       2
          SE LAND                                   Months Since  - 10          Make/Model-       9          Last 30 Days- UNK/NR
          GLIDER                                    Aircraft Type - UNK/NR      Instrument- UNK/NR          Last 90 Days-       3
                                                                                Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

          Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE TURNED ONTO FINAL APCH AT ABOUT 500 FT AGL & THE PATTERN WAS NORMAL UNTIL HE WAS ABOUT
1/3 MI FROM THE RWY THRESHOLD. THE GLIDER THEN BEGAN TO SINK RAPIDLY. THE PLT REALIZED THAT HE WOULD BE UNABLE TO
GLIDE TO THE RWY, SO HE DECIDED TO LAND AS SOON AS POSSIBLE TO AVOID A DITCH NEAR THE THRESHOLD. HE EXTENDED FULL
SPOILERS & LANDED ON ROUGH TERRAIN. THE LEFT WING HIT A LARGE MOUND OF DIRT, DAMAGING THE GLIDER. THE PLT BELIEVED
THAT HE MAY HAVE ENCOUNTERED WIND SHEAR.

--------------------------------------------------------------------------------------------------------------------------------------
```

File No. - 1037   4/13/85   MANSFIELD,MA   A/C Reg. No. N90862   Time (Lcl) - 1655 EST

Occurrence #1   UNDERSHOOT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

BEST COPY AVAILABLE

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                   Brief of Accident

   File No. - 1181      5/10/85    HANCOCK,MA                A/C Reg. No. N3550V           Time (Lcl) - 1745 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                 Fatal    Serious    Minor     None
    Type of Operation         -PUBLIC USE                     Fire                 Crew      0         1         0         0
    Flight Conducted Under    -14 CFR 91                       NONE                Pass      0         0         0         0
    Accident Occurred During  -MANEUVERING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 150M                 Eng Make/Model - CONTINENTAL O-200        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                     Rated Power    -     100 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                       TURNER FALLS,MA
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - VMC                       LOCAL
       Wind Dir/Speed- VARIABLE                                                          Runway Ident     - N/A
       Visibility    -    10.0   SM           ATC/Airspace                               Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -     UNK/NR          Type of Flight Plan - NONE               Runway Surface   - N/A
       Lowest Ceiling         - UNK/NR          Type of Clearance   - NONE               Runway Status    - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                       Age -     70               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)             Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                              Current        - YES       Total      -    776          Last 24 Hrs -       5
          SE LAND                              Months Since   -  9        Make/Model-     177          Last 30 Days- UNK/NR
                                               Aircraft Type - UNK/NR     Instrument-       0          Last 90 Days-      34


          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS UNDER CONTRACT TO THE MASSACHUSETTS STATE ENVIRONMENTAL DEPARTMENT. IT WAS BEING USED FOR AERIAL
OBSERVATION OF FOREST FIRES & FOR THE DISPOSITION OF GROUND FIRE FIGHTING PERSONEL & EQUIPMENT. THE PLT REPORTED
THAT WHILE HE WAS ATTEMPTING TO FIND A SUITABLE ACCESS ROAD, THE LANDING GEAR CONTACTED THE TOPS OF TREES. HE
STATED THAT THE TERRAIN ROSE FASTER THAN THE ACFT WOULD CLIMB.

---------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1181 5/10/85 HANCOCK,MA A/C Reg. No. N3550V Time (Lcl) - 1745 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. TERRAIN CONDITION - RISING
4. PROPER CLIMB RATE - NOT POSSIBLE -
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5

```
                    National Transportation Safety Board
                         Washington, D.C. 20594


                            Brief of Accident

   File No. - 1135      7/11/85    SAVOY,MA                 A/C Reg. No. N70LB           Time (Lcl) - 1130 EDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                               SUBSTANTIAL               Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire               Crew      0         0         0         1
     Flight Conducted Under     -14 CFR 91                     NONE              Pass      0         0         0         0
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - MAULE MX-7-235               Eng Make/Model - LYCOMING IO-540-W1A5D     ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2500                      Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       5                      Rated Power    -     235 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                             Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                  ON AIRSTRIP
       Method         - N/A                         HARTFORD,CT
       Completeness   - N/A                      Destination                         Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                     SAVOY
       Wind Dir/Speed- 240/006 KTS                                                      Runway Ident     - 23
       Visibility     - UNK/NR                  ATC/Airspace                            Runway Lth/Wid   -   800/   35
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE            Runway Surface   - DIRT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE            Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - FULL STOP
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     66            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                  Current        - YES      Total      -    2600      Last 24 Hrs -      0
        SE LAND                                  Months Since   - 22       Make/Model-       52      Last 30 Days- UNK/NR
                                                 Aircraft Type  - UNK/NR   Instrument-      200      Last 90 Days-     42


        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT WAS ATTEMPTING TO LAND ON A DIRT RUNWAY APPROXIMATELY 800 FEET LONG WITH A SMALL DIRT EMBANKMENT AT
THE THRESHOLD. DURING THE APPROACH, THE AIRCRAFT LANDED SHORT AND THE LANDING GEAR COLLIDED WITH THE EMBANKMENT.
THE AIRCRAFT NOSED OVER AND CAME TO REST INVERTED ON THE RUNWAY.

----------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1195   7/11/85   SAVOY,MA   A/C Reg. No. N70LB   Time (Lcl) - 1130 EDT

Occurrence #1   UNDERSHOOT
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED -

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
4. TERRAIN CONDITION - DIRT BANK

Occurrence #3   NOSE OVER
Phase of Operation   LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1039       7/14/85    PROVINCETOWN,MA           A/C Reg. No. N8210H            Time (Lcl) - 1830 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL               Fatal    Serious    Minor      None
    Type of Operation           -PERSONAL                       Fire               Crew      0         0         0          1
    Flight Conducted Under      -14 CFR 91                       NONE              Pass      0         0         0          2
    Accident Occurred During    -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-32R-301T               Eng Make/Model - LYCOMING TIO-540-S1AD     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    6500                         Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      7                          Rated Power    -    300 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                               Airport Proximity
    Wx Briefing       - FSS                         Last Departure Point                    ON AIRPORT
      Method          - TELEPHONE                     HYANNIS,MA
      Completeness    - PARTIAL,LMTD BY PILOT       Destination                          Airport Data
    Basic Weather     - IMC                           SAME AS ACC/INC                       PROVICETOWN
      Wind Dir/Speed- 220/016 KTS                                                           Runway Ident      - 07
      Visibility      -     2.000 SM              ATC/Airspace                              Runway Lth/Wid    -   3498/  100
      Lowest Sky/Clouds  -        200 FT PART OBS   Type of Flight Plan - IFR               Runway Surface    - ASPHALT
      Lowest Ceiling          - OBSCURED            Type of Clearance   - IFR               Runway Status     - WET
      Obstructions to Vision- FOG                   Type Apch/Lndg      - ILS-COMPLETE
      Precipitation           - NONE
      Condition of Light        DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                             Age -      39          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                   Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL,CFI                              Current        - YES       Total        -   1175        Last 24 Hrs -       1
        SE LAND,ME LAND,ME SEA                      Months Since   - 12        Make/Model-       310        Last 30 Days- UNK/NR
                                                    Aircraft Type  - UNK/NR    Instrument-       272        Last 90 Days-      38
                                                                               Multi-Eng -       115

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING ARRIVAL, THE ACFT WAS VECTORED FOR AN ILS RWY 7 APCH WHICH WAS MADE WITH A TAIL WIND. ON HIS 1ST ATTEMPT, THE
PLT MADE A MISSED APCH & WAS VECTORED FOR ANOTHER ILS. AFTER MAKING A 2ND APCH, HE LANDED. THE PLT STATED THAT WHILE
HE WAS LANDING, HE MISTOOK THE RWY END LIGHTS & LIGHTS ON THE LOCALIZER ANTENNA AS LIGHTS ON ADDITIONAL RWY. WHEN HE
RECOGNIZED THAT THERE WAS INSUFFICIENT RWY REMAINING, IT WAS TO LATE TO GO AROUND. UNABLE TO STOP ON THE REMAINING
RWY, THE ACFT CONTINUED OFF THE END & ONTO SOFT SANDY TERRAIN WHERE THE GEAR COLLAPSED.
--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1039 7/14/85 PROVINCETOWN,MA A/C Reg. No. N8210H Time (Lcl) - 1830 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. WEATHER CONDITION - TAILWIND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
9. TERRAIN CONDITION - SOFT
10. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1113   7/24/85   WORCESTER,MA   A/C Reg. No. N999RH   Time (Lcl) - 1931 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	1

----Aircraft Information----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 160 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/007 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
WORCESTER MUNI
Runway Ident - 29
Runway Lth/Wid - 6999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 4734
Make/Model- 80
Instrument- 328
Multi-Eng - 828
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 203

Instrument Rating(s) - AIRPLANE

----Narrative----

THE INSTRUCTOR (CFI) & STUDENT WERE PRACTICING TOUCH-&-GO LANDINGS. ON THE 4TH LANDING, THE APCH & TOUCHDOWN WERE MADE WITH FULL FLAPS EXTENDED. THE CFI BEGAN TO RETRACT THE FLAPS WHILE THE STUDENT APPLIED FULL POWER FOR TAKEOFF. THE ACFT BECAME AIRBORNE & BEGAN TO YAW TO THE LEFT. THE CFI TOOK CONTROL OF THE ACFT WHEN THE STUDENT COULD NO LONGER MAINTAIN DIRECTIONAL CONTROL. THE CFI THEN REDUCED POWER ON BOTH ENGS IN AN EFFORT TO LAND. THE ACFT COLLIDED WITH THE GROUND & BEGAN BURNING. THE CFI THOUGHT THAT THEY HAD EXPERIENCED A SPLIT FLAP CONDITION HOWEVER, A VISUAL EXAM OF THE ACFT REVEALED THAT BOTH FLAPS WERE IN THE NEARLY FULL DOWN POSITION.

Brief of Accident (Continued)

File No. - 1113 7/24/85 WORCESTER,MA A/C Reg. No. N999RH Time (Lcl) - 1931 EDT

Occurrence #1	LOSS OF CONTROL - IN FLIGHT
Phase of Operation	TAKEOFF

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT
2. LIFT-OFF - IMPROPER - DUAL STUDENT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
4. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2	IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation	TAKEOFF

Finding(s)

7. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND(CFI)
8. FLARE - NOT POSSIBLE -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1183       4/05/85    MITCHELLVILLE,MD          A/C Reg. No. N2761W           Time (Lcl) - 1545 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious    Minor      None
    Type of Operation          -PERSONAL                        Fire                   Crew     0         0         0          1
    Flight Conducted Under     -14 CFR 91                        NONE                  Pass     0         0         0          0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MOONEY M20E                  Eng Make/Model - LYCOMING IO-360        ELT Installed/Activated - YES-UNK/NR
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                       Stall Warning System - YES
    Max Gross Wt   -    2575                      Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                       Rated Power    -      200 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - FSS                       Last Departure Point                       ON AIRPORT
      Method         - TELEPHONE                   HARRISBURG,PA
      Completeness   - FULL                     Destination                              Airport Data
    Basic Weather    - VMC                         SAME AS ACC/INC                          FREEWAY AIRPORT
      Wind Dir/Speed- 200/018 KTS                                                           Runway Ident      - 18
      Visibility     -    7.0    SM            ATC/Airspace                                 Runway Lth/Wid   -   2150/    30
      Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
      Lowest Ceiling        - 25000 FT BROKEN     Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- HAZE                Type Apch/Lndg      - FULL STOP
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     41           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                            Current        - YES      Total       -    3200        Last 24 Hrs -       1
       SE LAND                               Months Since   -  1       Make/Model-      404        Last 30 Days-      10
                                             Aircraft Type  - UNK/NR   Instrument-      760        Last 90 Days-      15
                                                                       Multi-Eng  -     900

       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER EXPERIENCING A GUSTY CROSSWIND ON FINAL APPROACH TO RUNWAY 18, THE PILOT EMPLOYED STANDARD CROSSWIND LANDING
TECHNIQUE. ONCE OVER THE THRESHOLD, POWER WAS REDUCED TO IDLE AND THE PILOT COMMENCED THE FLARE. DURING THE FLARE, A
GUST OF WIND BLEW THE ACFT TO THE EAST AND THE PLT RESPONDED BY ADDING FULL POWER TO EXECUTE A GO-AROUND. HOWEVER
THE LEFT WING IMPACTED A TAXIWAY MARKER, THE RIGHT WING TIP STRUCK THE GROUND TO THE LEFT OF THE RWY & THEN THE ACFT
CARTWHEELED ONTO THE ASPHALT WHEN THE RIGHT WING TIP STRUCK THE RWY EDGE.
---------------------------------------------------------------------------------------------------------------------
```

Brief of Acciden (Continued)

File No. - 1183 4/05/85 MITCHELLVILLE,MD A/C Reg. No. N2761W Time (Lcl) - 1545 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1121 4/12/85 WOODBINE,MD A/C Reg. No. N494BZ Time (Lcl) - 1559 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - JASTREB STANDARD CIRRUS
Landing Gear - UNK/NR
Max Gross Wt - 830
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data
WOODBINE DROP ZONE
Runway Ident - 21
Runway Lth/Wid - 2000/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

GLIDER

Instrument Rating(s) - NONE

Age - 30
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 103

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 232
Make/Model- 52
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 12

----Narrative----

DURING TAKEOFF, THE GLIDER WAS OBSERVED TO CLIMB AT AN UNUSUALLY STEEP ATTITUDE. THEN AT ABOUT 75 FT AGL (APRX 50 ABOVE THE TOW PLANE), THE GLIDER RELEASED FROM THE TOW ROPE. ACCORDING TO ONE WITNESS, THE ACFT MAINTAINED A NOSE HIGH ATTITUDE, THEN PITCHED NOSE DOWN, ROTATED TO THE LEFT & STRUCK THE GROUND WITH THE LEFT WING & NOSE. THE PLT WAS SERIOUSLY INJURED & COULD NOT RECALL DETAILS CONCERNING THE FLT. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FOUND. THE MAJORITY OF THE PLT'S PREVIOUS EXPERIENCE WAS IN A GROB SAILPLANE WHICH HAD DIFFERENT HANDLING CHARACTERISTICS. DURING TAKEOFF IN THE STANDARD CIRRUS, ITS NOSE WOULD CHARACTERISTICALLY RISE BY ITSELF. HOWEVER, IN THE GROB, THE PLT SHOULD APPLY BACK PRESSURE ON THE ELEVATOR CONTROL TO ACHIEVE A NOSE HIGH ATTITUDE. THE PLT HAD NOT FLOWN THE STANDARD CIRRUS IN THE PREVIOUS 90 DAYS.

```
                                  Brief of Accident (Continued)

      File No. - 1121      4/12/85    WOODBINE,MD               A/C Reg. No. N494BZ            Time (Lcl) - 1559 EST
----------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
   1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
   2. PULL-UP - INADVERTENT -
   3.     IMPROPER USE OF PROCEDURE,LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
   4.     IMPROPER USE OF PROCEDURE,HABIT INTERFERENCE - PILOT IN COMMAND
   5. ABORTED TAKEOFF
   6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
   7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
----------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,3,4
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1127       8/21/85    MILLINOCKET,ME           A/C Reg. No. N3287Z          Time (Lcl) - 1945 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                        Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor    None
    Type of Operation         -PERSONAL                      Fire               Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                      NONE              Pass     0        0        0        0
    Accident Occurred During  -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - PIPER PA-18-95              Eng Make/Model - CONTINENTAL C-90         ELT Installed/Activated - YES/NO
    Landing Gear  - FLOAT                       Number Engines -  1                          Stall Warning System - UNK/NR
    Max Gross Wt  -    1500                     Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                     Rated Power    -      90 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                              Airport Data
    Basic Weather    - VMC                        LOCAL                                    SOUTH TWIN LAKE
      Wind Dir/Speed- 270/012 KTS                                                          Runway Ident     - N/A
      Visibility     -    30.0   SM           ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE                 Runway Surface   - WATER
      Lowest Ceiling         - NONE             Type of Clearance     NONE                 Runway Status    - WATER - CHOPPY
      Obstructions to Vision- NONE              Type Apch/Lndg        - NONE
      Precipitation          - NONE
      Condition of Light     - DUSK
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     30           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                 Current        - YES       Total      -     525        Last 24 Hrs -      0
        SE LAND                                 Months Since   -  1        Make/Model-      525        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR     Instrument-        3        Last 90 Days-     61

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT HE WAS DEPARTING FROM SOUTH TWIN LAKE IN WINDS THAT WERE FROM 270 DEG AT 12 GUSTING 20 KTS.
AFTER THE ACFT LIFTED OFF THE WATER, HE STARTED A SLIGHT TURN. HE STATED THAT AT ABOUT THAT TIME, A GUST OF WIND
SIMULTANEOUSLY LIFTED THE NOSE & A WING, CAUSING THE ACFT TO STALL. SUBSEQUENTLY, IT TOUCHED DOWN ON THE LAKE &
WAS DAMAGED.
-------------------------------------------------------------------------------------------------------------------
```

File No. - 1127 8/21/85 MILLINOCKET,ME A/C Reg. No. N3287Z Time (Lcl) - 1945 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WATER,ROUGH
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT -

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

7. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1123   2/26/85   TRAVERSE CITY, MI   A/C Reg. No. N1816M   Time (Lcl) - 1908 EST

----Basic Information----

Type Operating Certificate - ON-DEMAND AIR TAXI
Name of Carrier - J.L. ADAMS
Type of Operation - NON SCHED, DOMESTIC, CARGO
Flight Conducted Under - 14 CFR 135
Accident Occurred During - APPROACH

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH A36
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-BB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - IN PERSON
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 340/015 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - 300 FT SCATTERED
Lowest Ceiling - 900 FT BROKEN
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
ALPENA, MI
Destination
GAYLORD, MI

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data
CHERRY CAPITOL
Runway Ident - 28
Runway Lth/Wid - 6501/ 150
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1665
Make/Model - 136
Instrument - 359
Multi-Eng - 67
Last 24 Hrs - 9
Last 30 Days - UNK/NR
Last 90 Days - 264

Instrument Rating(s) - AIRPLANE

----Narrative----

ACCORDING TO THE PLT, NO ICING PIREPS OR SIGMETS WERE RECEIVED DURING HIS PREFLT WX BRIEFING. HOWEVER, THE NWS BRIEFER STATED THAT HE TOLD HIM OF ONE PIREP & ONE SIGMET CONCERNING ICING THAT AFFECTED HIS PROPOSED ROUTE OF FLT. EN ROUTE TO HIS DESTINATION, THE PLT HAD TO DIVERT DUE TO LOW CEILINGS. HE THEN BEGAN TO NOTICE ICE ON HIS WINGS AS HE FLEW THRU HEAVY RAIN. HE BEGAN AN INSTRUMENT APPROACH WITH A ONE INCH BUILDUP OF ICE. AS THE ICING INCREASED, HE USED FULL POWER TO MAINTAIN A SAFE SPEED MARGIN. OVER THE APPROACH LIGHTS, HE REDUCED POWER SLIGHTLY & LOWERED THE GEAR. THE AIRSPEED DROPPED RAPIDLY & THE LEFT WING STALLED. SUBSEQUENTLY, THE ACFT IMPACTED A SNOW BANK APRX 40 FT SHORT OF THE RWY & WAS DAMAGED. AN EXAM OF THE ACFT REVEALED A ONE INCH THICK LAYER OF MIXED RIME & CLEAR ICE ON THE LEADING EDGES OF THE WINGS & TAIL SURFACES.

Brief of Accident (Continued)

File No. - 1123 2/26/85 TRAVERSE CITY,MI A/C Reg. No. N1816M Time (Lcl) - 1908 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - BELOW APPROACH MINIMUMS
3. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - ICING CONDITIONS
7. WING - ICE
8. STABILIZER - ICE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
9. AIRCRAFT PERFORMANCE,LANDING CAPABILITY - DETERIORATED
10. STALL - INADVERTENT -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
11. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,7

Factor(s) relating to this accident is/are finding(s) 2,5,6,8,9,11

```
                          National Transportation Safety Board
                               Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1043      4/07/85    PORT HURON,MI               A/C Reg. No. N2135A            Time (Lcl) - 1630 EST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL              Fatal    Serious    Minor     None
     Type of Operation         -INSTRUCTIONAL                  Fire                Crew     0         0         1         1
     Flight Conducted Under    -14 CFR 91                       NONE               Pass     0         0         0         0
     Accident Occurred During  -APPROACH
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - PIPER PA-32RT-300T          Eng Make/Model - LYCOMING TIO-540-K1G5D   ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-RETRACTABLE        Number Engines - 1                           Stall Warning System - YES
     Max Gross Wt  -    3400                     Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -       7                     Rated Power    -     300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                               Airport Proximity
     Wx Briefing      - FSS                       Last Departure Point                    ON AIRPORT
       Method         - UNK/NR                      DETROIT,MI
       Completeness   - UNK/NR                    Destination                           Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                       ST. CLAIR COUNTY
       Wind Dir/Speed- UNK/NR                                                             Runway Ident     - 23
       Visibility     -    10.0    SM           ATC/Airspace                              Runway Lth/Wid   -  5100/  100
       Lowest Sky/Clouds  -      3500 FT          Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling       -    3500 FT BROKEN   Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - VOR/TVOR
       Precipitation        - NONE                                      GO AROUND
       Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     46          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL                           Current        - YES       Total      -     890        Last 24 Hrs - UNK/NR
         SE LAND                              Months Since   - 10        Make/Model-      114        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-      546        Last 90 Days-       4


         Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER A PRACTICE INSTRUMENT APCH, THE PLT (PIC) ENTERED THE TRAFFIC PATTERN TO LAND ON RWY 23. WHILE IN THE PATTERN, THE
AIR BECAME VERY TURBULENT. UNICOM REPORTED THE WIND WAS FROM 270 DEG AT 20 GUSTING 35 KTS. ON FINAL APCH WITH THE FLAPS
FULLY EXTENDED, THE PLT INITIATED A GO-AROUND AT APRX 50 FT AGL & APPLIED POWER TO 36" MANIFOLD PRESSURE. HE STATED THAT
THE AIRSPEED WAS APRX 110 KTS WHEN THE ACFT ENCOUNTERED A SEVERE VERTICAL DOWNWIND SHEAR, STRUCK THE GROUND APRX 10 FT
WEST OF THE RWY, & HIT A RWY LIGHT. TWO WITNESSES NOTED THAT THE ACFT APPEARED SO SLOW ON FINAL APCH THAT THEY WENT TO
THE UNICOM TO ADVISE THAT "THE WINDS WERE NOW 290 DEG AT 25 GUSTING TO 35."  THEY SAID POWER WAS APPLIED & THE ACFT
PITCHED NOSE DOWN. ALSO, A WITNESS REPORTED "HEAVY" WX APRX 10 TO 15 MI WEST OF THE ARPT, MOVING EAST, & RAIN BEGAN
SHORTLY AFTER THE ACCIDENT. THE FLT MANUAL NOTED: WHEN POWER IS ADVANCED FOR A GO-AROUND FROM A LOW POWER, FULL FLAP
APPROACH, A NOSE DOWN PITCH WILL OCCUR WHICH MUST BE COUNTERED WITH AFT CONTROL INPUT.
---------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1043   4/07/85   PORT HURON,MI   A/C Reg. No. N2135A   Time (Lcl) - 1630 EST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   APPROACH

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - TURBULENCE
4. WEATHER CONDITION - UNFAVORABLE WIND
5. WEATHER CONDITION - CROSSWIND
6. WEATHER CONDITION - WINDSHEAR
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
8. GO-AROUND - DELAYED - PILOT IN COMMAND
9. AIRSPEED - NOT MAINTAINED -
10. DESCENT - INADVERTENT -

Occurrence #3   IN FLIGHT COLLISION WITH OBJECT
Phase of Operation   APPROACH - GO-AROUND (VFR)

Finding(s)
11. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1198       6/02/85     MONTEVIDEO,MN              A/C Reg. No. N6458S             Time (Lcl) - 1830 CDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                  DESTROYED                   Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire                 Crew      0         0         0         2
     Flight Conducted Under     -14 CFR 91                        NONE                Pass      0         0         0         0
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150H                 Eng Make/Model - CONTINENTAL O-200-A       ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    1600                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power     -      100 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
       Method         - N/A                        SAME AS ACC/INC
       Completeness   - N/A                     Destination                               Airport Data
     Basic Weather    - VMC                        LOCAL                                     MONTEVIDEO-CHIPPEWA
       Wind Dir/Speed- 350/007 KTS                                                           Runway Ident     - 32
       Visibility    -   15.0    SM            ATC/Airspace                                  Runway Lth/Wid   -  4000/   75
       Lowest Sky/Clouds  -      5500 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface   - ASPHALT
       Lowest Ceiling        - 20000 FT BROKEN      Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      39               Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL,CFI                        Current        - UNK/NR     Total        -   4132       Last 24 Hrs -       0
         SE LAND,ME LAND                       Months Since   - UNK/NR     Make/Model-      350       Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR     Instrument-       73       Last 90 Days-      90
                                                                           Multi-Eng -      360       Rotorcraft   - UNK/NR

         Instrument Rating(s)   - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE PURPOSE OF THE FLT WAS TO DEMONSTRATE THE ACFT TO A POSSIBLE BUYER. WHILE TAKING OFF, THE ENG LOST POWER SHORTLY AFTER THE ACFT LIFTED OFF AT ABOUT MID-FIELD. THE PLT ATTEMPTED TO TURN THE ACFT & LAND ON A CROSS-RUNWAY. HOWEVER, DUE TO HIS LOW SPEED & LOW ALT, HE WAS UNABLE TO ALIGN THE ACFT WITH THE RWY. THE ACFT WAS LANDED IN GRASS WHERE IT SUBSEQUENTLY NOSED OVER. THE ENG HAD ONLY 1 HR OF FLT TIME SINCE IT HAD BEEN OVERHAULED. DURING THE OVERHAUL, A FACET AEROSPACE CARBURETOR FLOAT KIT, NUMBER 666-915, HAD BEEN INSTALLED IN THE MARVEL SCHEBLER CARBURETOR BY THE PLT/OWNER, WHO WAS ALSO AN A&P MECHANIC. AN EXAM REVEALED THAT SERVICE BULLETIN NUMBER A1-84A WAS NOT COMPLIED WITH. THE FLOAT DROP WAS NOT ADJUSTED PROPERLY, FUEL FLOW WAS LOW, THE THROTTLE SHAFT WAS LOOSE, THE ACCELERATOR PUMP WAS DRY ROTTED & CRACKED, & THE BUTTERFLY VALVE WAS INSTALLED UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 1198 6/02/85 MONTEVIDEO,MN A/C Reg. No. N6458S Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,CARBURETOR - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
3. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED - COMPANY MAINTENANCE PSNL
4. MAINTENANCE,CALIBRATION - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

```
                                      Brief of Accident

    File No. - 1129       4/15/85    DEXTER,MO                   A/C Reg. No. N9826P             Time (Lcl) - 1408 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                         Injuries
                                                                 DESTROYED                  Fatal    Serious    Minor      None
      Type of Operation         -INSTRUCTIONAL                  Fire                Crew      0         1         0          0
      Flight Conducted Under    -14 CFR 91                       NONE               Pass      0         0         0          0
      Accident Occurred During  -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model      - PIPER PA-25-235               Eng Make/Model - LYCOMING O-540-B2C5       ELT Installed/Activated - NO -N/A
      Landing Gear    - TAILWHEEL-ALL FIXED           Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt    -     2600                      Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats    -        1                      Rated Power     -       235 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                    Itinerary                                  Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
        Method          - N/A                           DEXTER,MO
        Completeness    - N/A                         Destination                              Airport Data
      Basic Weather     - VMC                           LOCAL
        Wind Dir/Speed- 320/005 KTS                                                              Runway Ident      - N/A
        Visibility      -     10.0    SM            ATC/Airspace                                 Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface    - N/A
        Lowest Ceiling         - NONE                 Type of Clearance   - NONE                 Runway Status     - N/A
        Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -      38           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                                Current          - YES      Total         -    407        Last 24 Hrs -       1
          SE LAND                                   Months Since     -  7       Make/Model-         14        Last 30 Days-      14
                                                    Aircraft Type  - C-172      Instrument-         75        Last 90 Days-      40


          Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS MAKING A SWATH RUN WHILE ON AN AERIAL APPLICATION TRAINING FLT. DURING A PULL-UP AT THE END OF THE
SWATH RUN, THE RGT WING STRUCK THE TOPS OF 3 WILLOW TREES. THE ACFT THEN ENTERED A RGT ROLL, STRUCK AN ELETRICAL
POWER LINE, ROLLED INVERTED & IMPACTED THE GROUND ON THE NOSE & LEFT WING. INITIAL IMPACT WITH THE TREES OCCURRED
WHILE THE ACFT WAS ON AN EASTERLY HEADING WITH A QUARTERING TAIL WIND FROM THE NORTHWEST AT 5 TO 7 KTS.

-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1129 4/15/85 DEXTER,MO A/C Reg. No. N9826P Time (Lcl) - 1408 CDT

Occurrance IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - TAILWIND
3. OBJECT - TREE(S)
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1122 6/25/85 RUSHVILLE,MO A/C Reg. No. N704ZS Time (Lcl) - 1910 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

----Aircraft Information----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
ATCHISON,KS
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 70
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 300
Make/Model- 200
Instrument- 3
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

----Narrative----

SHORTLY AFTER THE PLT DEPARTED ON A FLT, THE ENG LOST POWER WHILE THE ACFT WAS CRUISING AT 1800 FT MSL OVER HILLY TERRAIN. THE PLT REPORTED THAT THE ENG SPEED DROPPED TO 800 RPM & HE WAS UNABLE TO CORRECT THE SITUATION. DURING A FORCED LANDING ON SOFT TERRAIN, THE ACFT ENCOUNTERED A DITCH & NOSED OVER. AN EXAM OF THE ACFT REVEALED THAT A SELF LOCKING, NAS673A3, SAFETY NUT HAD SEPARATED & THE RESPECTIVE BOLT HAD BACKED OUT, DISCONNECTING THE THROTTLE LINKAGE. THE NUT HAD 2569 OPERATIONAL HRS IN SERVICE & THE ACFT HAD FLOWN 44 HRS SINCE THE LAST ANNUAL INSPECTION. CESSNA SERVICE LETTER, SE 76-6, DATED 4/16/79, RECOMMENDED THAT THE NAS679A3 NUT BE REPLACED BY AN AN310 CASTELLATED NUT & COTTER PIN. AS OF THE DATE OF THE ACCIDENT, NO AIRWORTHINESS DIRECTIVE HAD BEEN ISSUED TO REQUIRE THE CHANCE.

Brief of Accident (Continued)

File No. - 1122 6/25/85 RUSHVILLE,MO A/C Reg. No. N704ZS Time (Lcl) - 1910 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)
1. THROTTLE/POWER LEVER,LINKAGE - DISCONNECTED
2. MAINTENANCE,SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

BEST COPY AVAILABLE

```
                                         Brief of Accident

      File No. - 1034       7/03/85    POINT LOOKOUT,MO          A/C Reg. No. N8654N            Time (Lcl) - 2130 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                SUBSTANTIAL                   Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                       Fire                  Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 91                       NONE                 Pass      0        0        0        3
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-32-300          Eng Make/Model - LYCOMING IO-540-K1A5      ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED           Number Engines -  1                             Stall Warning System - YES*
     Max Gross Wt   -    3400                  Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -       6                  Rated Power    -     300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                   Itinerary                                  Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
       Method         - N/A                           OKLAHOAM CITY,KS
       Completeness   - N/A                       Destination                               Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC                           GRAHAM CLARK
       Wind Dir/Speed- 210/005 KTS                                                             Runway Ident     - 29
       Visibility     -    10.0   SM              ATC/Airspace                                 Runway Lth/Wid  -  3600/  100
       Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface  - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                 Runway Status   - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      42            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                Current         - YES     Total     -     360         Last 24 Hrs - UNK/NR
         SE LAND                                Months Since   -  8       Make/Model-     360         Last 30 Days- UNK/NR
                                                Aircraft Type - PA-32     Instrument- UNK/NR          Last 90 Days-     20
                                                                          Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE LANDING AT DUSK, THE ACFT TOUCHED DOWN HARD & BOTH MAIN GEAR COLLAPSED REARWARD. A WING FUEL TANK WAS PUNCTURED,
BUT NO FIRE ERUPTED.

-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1034 7/03/85 POINT LOOKOUT,MO A/C Reg. No. N8654N Time (Lcl) - 2130 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. LIGHT CONDITION - DUSK
2. FLARE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1031        7/04/85    ELDON,MO                A/C Reg. No. N6939N          Time (Lcl) - 1730 CDT
----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)    Aircraft Damage                       Injuries
                                                            SUBSTANTIAL                 Fatal   Serious   Minor     None
    Type of Operation          -PERSONAL                  Fire                  Crew      0        0        0         1
    Flight Conducted Under     -14 CFR 91                   NONE                Pass      0        0        0         3
    Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 210               Eng Make/Model - CONTINENTAL TSIO-520-L   ELT Installed/Activated - YES/NO
    Landing Gear    - TRICYCLE-RETRACTABLE     Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt    -    3800                  Engine Type     - RECIP-FUEL INJECTED
    No. of Seats    -       6                  Rated Power     -      150 HP
----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                               Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                    ON AIRPORT
        Method         - N/A                       LAMAR,MO
        Completeness   - N/A                     Destination                           Airport Data
      Basic Weather    - VMC                       SAME AS ACC/INC                       ELDON MODEL AIRPARK
        Wind Dir/Speed- 210/013 KTS                                                      Runway Ident     - 18
        Visibility     -   15.0   SM           ATC/Airspace                              Runway Lth/Wid   -  3180/    45
        Lowest Sky/Clouds  -     10000 FT        Type of Flight Plan - NONE              Runway Surface   - ASPHALT
        Lowest Ceiling      -    10000 FT BROKEN Type of Clearance   - NONE              Runway Status    - DRY
        Obstructions to Vision- NONE             Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation       - NONE                                     FULL STOP
        Condition of Light  - DAYLIGHT
----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -      48          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review            Flight Time (Hours)
        PRIVATE                              Current       - YES    Total       -   2050        Last 24 Hrs -        2
        SE LAND                              Months Since  - 10     Make/Model-     1050        Last 30 Days- UNK/NR
                                             Aircraft Type - C-T210 Instrument-       55        Last 90 Days-       30


        Instrument Rating(s)  - AIRPLANE
----------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING AN APCH TO LAND, HE FORGOT TO EXTEND THE LANDING GEAR & LANDED WITH THE GEAR
RETRACTED. HE DID NOT RECALL HEARING THE GEAR WARNING HORN; HOWEVER, A CHECK OF THE LANDING GEAR SYS DID NOT
REVEAL ANY MALFUNCTION.
----------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1031 7/04/85 ELDON,MO A/C Reg. No. N6939N Time (Lcl) - 1730 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1028       7/15/85    SPRINGFIELD,MO            A/C Reg. No. N5424W             Time (Lcl) - 1630 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                              SUBSTANTIAL                Fatal    Serious    Minor      None
    Type of Operation          -PERSONAL                      Fire              Crew       0         0         0          1
    Flight Conducted Under     -14 CFR 91                     NONE              Pass       0         0         0          1
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28               Eng Make/Model - LYCOMING O-320-B2B      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -    2050                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -     4                     Rated Power    -     160 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                Airport Proximity
    Wx Briefing       - FSS                    Last Departure Point                     OFF AIRPORT/STRIP
      Method          - IN PERSON                ABILENE,TX
      Completeness    - FULL                  Destination                             Airport Data
    Basic Weather     - VMC                      SPRINGFIELD,MO                           UNKNOWN
      Wind Dir/Speed- 140/004 KTS                                                       Runway Ident     - N/A
      Visibility     -    7.0   SM           ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     4000 FT         Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling       -   4000 FT OVERCAST Type of Clearance  - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE             Type Apch/Lndg      - STRAIGHT-IN
      Precipitation         - RAIN SHOWERS                              PRECAUTIONARY LANDING
      Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -      50             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL                          Current        - YES       Total       -   5500         Last 24 Hrs -        4
       SE LAND,ME LAND                     Months Since   -  6        Make/Model-       99         Last 30 Days- UNK/NR
                                           Aircraft Type  - PA-28     Instrument-      850         Last 90 Days-       21
                                                                      Multi-Eng -      600

       Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

DURING A WX BRIEFING, THE PLT WAS ADVISED OF POSSIBLE THUNDERSTORMS AT HIS DESTINATION. WHILE EN ROUTE, HE WAS TOLD THAT THUNDERSTORM ACTIVITY AT HIS DESTINATION WAS CONFIRMED BY RADAR. DURING THE LAST 40 MIN OF THE FLT, THE PLT FLEW PAST APRX 15 ARPTS WHERE HE COULD HAVE LANDED IN VFR CONDITIONS. DURING ARRIVAL, THE ARPT WAS WELL BELOW VFR MINIMUMS. SINCE THE ACFT WAS LOW ON FUEL, THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING IN A FIELD. DURING THE ROLL-OUT THE ACFT STRUCK A BARBED WIRE FENCE & TWO FENCE POSTS.

BEST COPY AVAILABLE

```
                                          Brief of Accident (Continued)

      File No. - 1028       7/15/85    SPRINGFIELD,MO             A/C Reg. No. N5424W             Time (Lcl) - 1630 CDT
-----------------------------------------------------------------------------------------------------------------------

Occurrence #1         IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation    APPROACH

Finding(s)
  1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - RAIN
  4. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
-----------------------------------------------------------------------------------------------------------------------

Occurrence #2         ON GROUND COLLISION WITH OBJECT
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  5. FLUID,FUEL - LOW LEVEL
  6.   PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  8. OBJECT - FENCE
-----------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8
```

```
                    National Transportation Safety Board
                          Washington, D.C. 20594


                               Brief of Accident

   File No. - 1029       7/20/85    LEE'S SUMMIT,MO            A/C Reg. No. N11152            Time (Lcl) - 1800 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                              NONE                       Fatal    Serious    Minor      None
   Type of Operation          -PERSONAL                      Fire                 Crew     0          0        0          1
   Flight Conducted Under     -14 CFR 91                      NONE                Pass     0          1        0          0
   Accident Occurred During   -STANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 150L                 Eng Make/Model - CONTINENTAL O-200A       ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
   Max Gross Wt   -    1600                     Engine Type    - RECIPROCATING-CARBURETOR
   No. of Seats   -       2                     Rated Power    -      100 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                              Itinerary                                 Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                   ON AIRPORT
      Method           - N/A                       SAME AS ACC/INC
      Completeness     - N/A                    Destination                           Airport Data
    Basic Weather      - VMC                       LOCAL                                 MCCOMAS-LEE'S SUMMIT MUNI
      Wind Dir/Speed- UNK/NR                                                             Runway Ident      - N/A
      Visibility      -    20.0   SM            ATC/Airspace                             Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -    UNK/NR              Type of Flight Plan - NONE             Runway Surface    - N/A
      Lowest Ceiling        - UNK/NR              Type of Clearance   - NONE             Runway Status     - N/A
      Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -     22            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                Current        - YES       Total      -    303        Last 24 Hrs - UNK/NR
        SE LAND                                Months Since   - 12        Make/Model-     150        Last 30 Days- UNK/NR
                                               Aircraft Type  - C-172     Instrument- UNK/NR         Last 90 Days-     10
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT DISCHARGED ONE PASSENGER WITHOUT STOPPING THE ENG & MOTIONED TO THE NEXT PASSENGER (HIS WIFE) TO COME AROUND
FROM THE FRONT OF THE AIRPLANE. SUBSEQUENTLY, HIS WIFE WALKED INTO THE PROPELLER & RECEIVED A SERIOUS INJURY TO HER ARM.

--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1029   7/20/85   LEE'S SUMMIT,MO   A/C Reg. No. N11152   Time (Lcl) - 1800 CDT

Occurrence   PROPELLER/ROTOR CONTACT
Phase of Operation   STANDING - ENGINE(S) OPERATING

Finding(s)
1. SUPERVISION - INADEQUATE - PILOT IN COMMAND
2. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1035 7/24/85 FENTON,MO A/C Reg. No. N32JG Time (Lcl) - 1645 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -TEST FLT
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - JAMES GRESS QUICKIE
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1000
No. of Seats - 1
Eng Make/Model - ONAN B48GA018/1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 18 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 150/009 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 35000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
FENTON,MO
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
WEISS
Runway Ident - 18
Runway Lth/Wid - 3045/ 40
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	247	Last 24 Hrs -	0
Make/Model-	42	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	37

Instrument Rating(s) - NONE

----Narrative----

WHILE TAKING OFF, THE PLT NOTED A PARTIAL LOSS OF ENG POWER DURING THE INITIAL CLIMB. HE WAS UNABLE TO MAINTAIN ALT & TRIED TO MANEUVER AROUND TREES NEAR THE DEPARTURE END OF THE RWY. HOWEVER, THE ACFT DESCENDED INTO THE TREE TOPS, THEN CRASHED ONTO THE ROOF OF A RESIDENTIAL BUILDING. AN EXAM OF THE ENG REVEALED THAT ONE CYLINDER HEAD GASKET WAS LEAKING DURING ENG OPERATION, PROVIDING INSUFFICIENT COMPRESSION TO THAT CYLINDER & A REDUCTION OF POWER. THE ENG HAD ONLY 2 CYLINDERS.

Brief of Accident (Continued)

File No. - 1035 7/24/85 FENTON,MO A/C Reg. No. N32JG Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. ENGINE ASSEMBLY,CYLINDER - LEAK
2. ENGINE ASSEMBLY,OTHER - LOW COMPRESSION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
4. OBJECT - RESIDENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1060   8/03/85   CAPE GIRARDEAU,MO   A/C Reg. No. N54666   Time (Lcl) - 1845 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4
Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 100/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DUSK

Itinerary
Last Departure Point
PERRYVILLE,MO
Destination
CAPE GIRARDEAU,MO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 96
Make/Model- 96
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 11
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

WHILE ON A SOLO X-COUNTRY FLT, THE STUDENT PLT BECAME LOST/DISORIENDED. WHEN THE ACFT'S FUEL LEVEL BECAME LOW AT DUSK, THE STUDENT ELECTED TO LAND ON A GRAVEL ROAD. AS THE ACFT WAS ON THE LANDING ROLL-OUT, THE LEFT WING STRUCK A BRACE WIRE FOR A POWER LINE POLE. THE ACFT THEN SPUN AROUND ABOUT 180 DEG & CAME TO REST IN A DITCH. THE ACCIDENT OCCURRED APRX 5 MI FROM THE DESTINATION ARPT. THE STUDENT ADMITTED THAT HE SHOULD HAVE USED HIS RADIO TO OBTAIN ASSISTANCE.

File No. - 1060   8/03/85   CAPE GIRARDEAU,MO   A/C Reg. No. N54666   Time (Lcl) - 1845 CDT

Occurrence   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING - ROLL

Finding(s)
1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
4. RADIO COMMUNICATIONS - NOT USED -
5. LIGHT CONDITION - DUSK
6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. OBJECT - GUY WIRE
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
10. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1105 8/10/85 VERSAILLES,MO A/C Reg. No. N17351 Time (Lcl) - 0930 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - RYAN AERONAUTICAL ST-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - MENASCO PIRATE C4S
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 350/009 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds -
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SPRINGFIELD,MO
Destination
BOONVILLE,MO

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 800
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 15
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT OF ANOTHER (ACCOMPANYING) ACFT, HAD BRIEFED THE PLT OF N17351, ON WX THAT COULD BE EXPECTED EN ROUTE. INSTEAD OF FOLLOWING THE OTHER ACFT AS HE HAD BEEN BRIEFED, THE PLT OF N17351 GOT IN THE LEAD. WHILE EN ROUTE, HE WAS OBSERVED TO FLY UNDER THE EDGE OF CLOUDS FROM WHICH HE DID NOT RETURN. A GROUND WITNESS SAW HIM COME OUT OF A LOW CEILING IN APRX A 45 DEG NOSE DOWN ATTITUDE & IMPACT IN AN OPEN FIELD. NEITHER THE ACFT NOR THE PLT WERE CERTIFIED FOR FLT IN INSTRUMENT CONDITIONS.

Brief of Accident (Continued)

File No. - 1105 8/10/85 VERSAILLES,MO A/C Reg. No. N17351 Time (Lcl) - 0930 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CLOUDS
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - RAIN
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,9

```
                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

     File No. - 1200      8/16/85    LEE'S SUMMIT,MO          A/C Reg. No. N4772R           Time (Lcl) - 2100 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                      Fire                 Crew      0        0          0         1
    Flight Conducted Under     -14 CFR 91                       NONE                Pass      0        0          0         0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 172RG                   Eng Make/Model - LYCOMING IO-360-F1A6      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    2650                        Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -       4                        Rated Power    -      180 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                                    Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING        Last Departure Point                         OFF AIRPORT/STRIP
      Method          - N/A                            SAME AS ACC/INC
      Completeness    - N/A                          Destination                              Airport Data
    Basic Weather     - VMC                            LOCAL                                      MCCOMAS-LEE'S SUMMIT MUNI
      Wind Dir/Speed- 080/008 KTS                                                                 Runway Ident      - 18
      Visibility     -      5.0   SM               ATC/Airspace                                   Runway Lth/Wid   -   3000/    60
      Lowest Sky/Clouds  -       1300 FT SCATTERED   Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE                 Type of Clearance   - NONE                   Runway Status    - DRY
      Obstructions to Vision- NONE                   Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation           - NONE                                       FORCED LANDING
      Condition of Light      - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                            Age -     61              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL,CFI                            Current          - YES        Total      -     663          Last 24 Hrs -         1
        SE LAND                                   Months Since     - 16         Make/Model-      84          Last 30 Days- UNK/NR
                                                  Aircraft Type    - 172RG      Instrument-     144          Last 90 Days-        31
                                                                                Multi-Eng - UNK/NR           Rotorcraft   - UNK/NR


        Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT THE ENG START & RUN-UP WERE NORMAL BEFORE HE TOOK OFF ON A NIGHT CURRENCY & PROFICIENCY FLT.
AFTER 2 NORMAL TAKEOFFS & FULL STOPS, HE MADE A 3RD TAKEOFF. HE CLIMBED TO 1000 FT AGL ON A X-WIND LEG, REDUCED POWER
TO 20" MANIFOLD PRESSURE & MOVED CARB HEAT CONTROL "ON" & INITIATED A TURN. WHILE TURNING, THE ENG SUDDENLY STOPPED.
UNABLE TO REACH THE RWY, THE PLT LANDED IN A SOFT, MUSHY MILO FIELD AT NIGHT. DURING THE LANDING, THE ACFT NOSED OVER.
AN EXAM REVEALED THE CARB HEAT SHROUD HAD BROKEN OFF ITS MOUNTING ATTACHMENT. ALSO, THE FLEXIBLE HOSE FROM THE CARB
HEAT AIR SHROUD TO THE CARB WAS ALMOST COLLAPSED. ADDITIONALLY, THE TEMP & DEW POINT WERE 78 & 73 DEGS, RESPECTFULLY.
ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCIVE TO CARB ICE.

-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1200 8/16/85 LEE'S SUMMIT,MO A/C Reg. No. N4772R Time (Lcl) - 2100 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
1. CARBURETOR HEAT CONTROL - FAILURE,TOTAL
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - ATTEMPTED - PILOT IN COMMAND
4. CARBURETOR HEAT - NOT POSSIBLE -
5. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)
6. LIGHT CONDITION - DARK NIGHT
7. TERRAIN CONDITION - CROP
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1162       8/17/85    SEDALIA,MO                 A/C Reg. No. N3951U             Time (Lcl) - 1640 CDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                 SUBSTANTIAL                    Fatal   Serious   Minor    None
    Type of Operation         -SIGHT-SEEING                     Fire                  Crew       0        0        0        1
    Flight Conducted Under    -14 CFR 91                         NONE                 Pass       0        1        0        1
    Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 47G-2A                  Eng Make/Model - LYCOMING VO-435-A1B       ELT Installed/Activated - NO -N/A
    Landing Gear   - SKID                         Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    2850                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       3                      Rated Power    -     200 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                       Destination                            Airport Data
    Basic Weather  - VMC                           LOCAL
      Wind Dir/Speed- 230/007 KTS                                                         Runway Ident     - N/A
      Visibility    -    10.0   SM             ATC/Airspace                               Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE               Runway Surface   - N/A
      Lowest Ceiling        - NONE               Type of Clearance   - NONE               Runway Status    - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     30            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
       ATP,CFI                                Current        - YES      Total      -   6684       Last 24 Hrs -        6
       SE LAND,ME LAND,SE SEA                 Months Since   -  9       Make/Model-    1200       Last 30 Days- UNK/NR
       HELICOPTER                             Aircraft Type - HS-125    Instrument-     629       Last 90 Days-    151
                                                                        Multi-Eng -    5185       Rotorcraft  -   1200

       Instrument Rating(s)  - AIRPLANE,HELICOPTER
------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE PLT WAS TAKING 2 PASSENGERS ON A HELICOPTER RIDE AT A FAIR. IMMEDIATELY AFTER LIFT-OFF, HE ENCOUNTERED A SITUATION WHERE HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL, SO HE REDUCED POWER & LANDED. BEFORE COMING TO REST, THE TAIL OF THE HELICOPTER STRUCK A VAN. AN INVESTIGATION REVEALED THAT THE INNER BEARING (PN 47-620-605-001) OF THE TAIL ROTOR DRIVE HAD FAILED, THEN THE DRIVE SHAFT FAILED. AD 81-04-03, AMENDMENT 39-4029 BECAME EFFECTIVE ON 2/2/81 TO REPLACE THE BEARING IN THE NEXT 600 HRS OF SERVICE. HOWEVER, THE HELICOPTER HAD ACCUMULATED LESS THAN 600 HRS SINCE THAT DATE.

Brief of Accident (Continued)

File No. - 1162 8/17/85 SEDALIA,MO A/C Reg. No. N3951U Time (Lcl) - 1640 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF

Finding(s)
1. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT BEARING - FAILURE,TOTAL
2. ROTOR DRIVE SYSTEM,TAIL ROTOR DRIVE SHAFT - OVERLOAD

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
3. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. - 1178      8/30/85    CAMDENTON,MO              A/C Reg. No. N3240J            Time (Lcl) - 1400 CDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                       Injuries
                                                               SUBSTANTIAL                  Fatal    Serious    Minor      None
     Type of Operation         -PERSONAL                      Fire                 Crew      0         0          0          1
     Flight Conducted Under    -14 CFR 91                      NONE                Pass      0         0          0          1
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150G               Eng Make/Model - CONTINENTAL O-200-A      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    1600                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     100 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                       FAYETTEVILLE,AR
       Completeness   - N/A                    Destination                               Airport Data
     Basic Weather    - VMC                       CALIFORNIA,MO                             CAMDENTON MEM
       Wind Dir/Speed- 230/015 KTS                                                          Runway Ident     - N/A
       Visibility     -    15.0   SM          ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - NONE                  Runway Surface   - N/A
       Lowest Ceiling       - NONE              Type of Clearance   - NONE                  Runway Status    - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     34               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                     Flight Time (Hours)
         PRIVATE                              Current         - NO          Total      -    300        Last 24 Hrs - UNK/NR
         SE LAND                              Months Since    - 28          Make/Model-    300        Last 30 Days- UNK/NR
                                              Aircraft Type   - 150         Instrument- UNK/NR        Last 90 Days-     50
                                                                            Multi-Eng - UNK/NR        Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PILOT AND SON WERE ON A PERSONAL CROSS-COUNTRY FLIGHT WHEN THE ENGINE QUIT. THE AIRPLANE NOSED FORWARD TO THE
INVERTED POSITION DURING THE LANDING ROLL. THE REASON FOR THE ENGINE FAILURE COULD NOT BE DETERMINED.

---------------------------------------------------------------------------------------------------------------------
```

```
                                  Brief of Accident (Continued)

      File No. - 1178       8/30/85    CAMDENTON,MO              A/C Reg. No. N3240J             Time (Lcl) - 1400 CDT
---------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER
Phase of Operation     CRUISE - NORMAL

Finding(s)
  1. UNDETERMINED
---------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     DESCENT - EMERGENCY
---------------------------------------------------------------------------------------------------------------------

Occurrence #3          NOSE OVER
Phase of Operation     LANDING - ROLL
---------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1
```

```
                              National Transportation Safety Board
                                   Washington, D.C. 20594



                                        Brief of Accident

    File No. - 1026      4/14/85    CASVILLE JUCT,NC           A/C Reg. No. N2580F            Time (Lcl) - 2038 EST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                               SUBSTANTIAL                Fatal   Serious   Minor    None
   Type of Operation        -PERSONAL                         Fire                 Crew      0        0        1       0
   Flight Conducted Under   -14 CFR 91                         NONE                 Pass      0        0        0       0
   Accident Occurred During -APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - CHAMPION 7GCAA                  Eng Make/Model - LYCOMING O-320-A2B      ELT Installed/Activated - YES/NO
   Landing Gear  - TAILWHEEL-ALL FIXED             Number Engines -  1                        Stall Warning System - YES
   Max Gross Wt  -    1650                         Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats  -       2                         Rated Power     -      150 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                   Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                        OFF AIRPORT/STRIP
     Method         - N/A                           STONE MOUNTAIN,GA
     Completeness   - N/A                        Destination                               Airport Data
   Basic Weather    - VMC                           DANVILLE,VA
     Wind Dir/Speed- 030/004 KTS                                                              Runway Ident     - N/A
     Visibility     -    7.0   SM                ATC/Airspace                                  Runway Lth/Wid   - N/A
     Lowest Sky/Clouds  -      7000 FT             Type of Flight Plan - NONE                  Runway Surface   - N/A
     Lowest Ceiling         -  7000 FT OVERCAST    Type of Clearance   - NONE                  Runway Status    - N/A
     Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
     Precipitation          - DRIZZLE
     Condition of Light     - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -      23              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                   Flight Time (Hours)
         COMMERCIAL                           Current          - YES      Total       -   2500        Last 24 Hrs -      3
         SE LAND,ME LAND                      Months Since     - 11       Make/Model-      600        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR      Instrument-      450        Last 90 Days-    250
                                                                          Multi-Eng -     1400

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A PERSONAL X-COUNTRY FLT, THE ACFT LOST POWER & THE PLT ATTEMPTED A LANDING ON A ROAD. DURING THE ATTEMPTED
LANDING, THE ACFT STRUCK A GUY WIRE & CRASHED INVERTED ON THE ROAD. A POST CRASH EXAM REVEALED THAT APRX 1.5 PINTS OF
FUEL WAS IN THE ACFT FUEL SYSTEM. ALTHOUGH THE ACFT WAS INVERTED, THERE WAS NO EVIDENCE OF FUEL LEAKAGE OR SPILLAGE.
THE PLT STATED THAT HE HAD FLOWN THE SAME ROUTE 5 TIMES IN THE PAST WITHOUT INCIDENT. TWO DAYS PRIOR TO THE ACDNT, THE
PLT SERVICED THE ACFT TO ITS FULL CAPACITY OF 40 GALS. HE DID NOT VISUALLY CHECK THE FUEL QUANTITY PRIOR TO DEPARTING
STONE MOUNTAIN, GA. THE PLT FELT THAT HE WAS "TOO LAX" BECAUSE HE DID NOT VISUALLY CHECK THE FUEL QUANTITY.
```

Brief of Accident (Continued)

File No. - 1026 4/14/85 CASVILLE JUCT,NC A/C Reg. No. N2580F Time (Lcl) - 2038 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - WIRE,TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1025        6/30/85    HATTERAS,NC                  A/C Reg. No. N6393L            Time (Lcl) - 1003 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                   SUBSTANTIAL                  Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                         Fire                 Crew     0         0          1         0
      Flight Conducted Under     -14 CFR 91                         NONE                Pass     0         0          1         0
      Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - AMERICAN AA-1A               Eng Make/Model - LYCOMING O-235-C2C        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1500                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                      Rated Power    -     108 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                    Airport Proximity
      Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                         ON AIRPORT
        Method        - N/A                          SAME AS ACC/INC
        Completeness  - N/A                       Destination                                Airport Data
      Basic Weather   - VMC                          WOODBRIDGE,VA                                BILLY MITCHELL
        Wind Dir/Speed- 090/014 KTS                                                              Runway Ident     - 06
        Visibility    -    5.0   SM              ATC/Airspace                                    Runway Lth/Wid   -  3000/   76
        Lowest Sky/Clouds  -     2000 FT           Type of Flight Plan - NONE                    Runway Surface   - MACADAM
        Lowest Ceiling       -   2000 FT OVERCAST  Type of Clearance   - NONE                    Runway Status    - WET
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation        - RAIN                                      PRECAUTIONARY LANDING
        Condition of Light    - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     32            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                              Current         - YES       Total       -    2378        Last 24 Hrs -       3
          SE LAND,ME LAND                         Months Since    -  3        Make/Model-     358        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR      Instrument-     604        Last 90 Days-      49
                                                                              Multi-Eng -    1010

          Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A FLT TO HATTERAS, NC, THE ENG RAN ROUGH, SO AFTER LANDING, THE PLT GOT AN AUTO MECHANIC TO REMOVE THE SPARK
PLUGS. THE LOWER PLUGS ON THE LEFT SIDE WERE LEAD FOWLED & WERE CLEANED WITH A WIRE BRUSH. DURING TAKEOFF ON THE NEXT
FLT, THE ENG LOST PARTIAL POWER SHORTLY AFTER LIFT-OFF. THE PLT WANTED TO LAND ON A BEACH STRAIGHT AHEAD, BUT THERE
WAS A RAIN SHOWER & REDUCED VISIBILILITY IN THAT DIRECTION. THEREFORE, HE REMAINED IN THE TRAFFIC PATTERN, BUT WAS
UNABLE TO CLIMB ABOVE 200 FT. WHILE MANEUVERING FOR ALIGNMENT WITH THE RWY, HE MADE A STEEP TURN & LOST ALTITUDE.
SUBSEQUENTLY, THE ACFT CRASH LANDED SHORT OF THE RWY. AN EXAM OF THE ENG REVEALED LEAD BUILD-UPS ON THE SPARK PLUGS &
LOW COMPRESSION IN THE #1 & #4 CYLINDERS. WHILE AT HATTERAS, THE ACFT HAD BEEN SERVICED WITH AUTO FUEL, BUT IT DID
NOT HAVE AN STC FOR AUTO GASOLINE.

-----------------------------------------------------------------------------------------------------------------------
```

File No. - 1025 6/30/85 HATTERAS,NC A/C Reg. No. N6393L Time (Lcl) - 1003 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. MAINTENANCE - INADEQUATE -
2. ENGINE ASSEMBLY,OTHER - LOW COMPRESSION
3. IGNITION SYSTEM,SPARK PLUG - LEADED PLUGS
4. FLUID,FUEL GRADE - IMPROPER
5. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
6. WEATHER CONDITION - RAIN
7. PROPER ALTITUDE - NOT MAINTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1085       7/09/85    ALBEMARLE,NC                A/C Reg. No. N450Z              Time (Lcl) - 1630 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                   SUBSTANTIAL                  Fatal   Serious   Minor     None
      Type of Operation          -PERSONAL                        Fire                  Crew     0         0        0         1
      Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0         0        0         0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - WILLIAM G. CLOANINGER VARI-EZE Eng Make/Model - LYCOMING O-235            ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                          Stall Warning System - UNK/NR
      Max Gross Wt   - UNK/NR                         Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                        Rated Power    -      115 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information---
    Weather Data                                    Itinerary                                    Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                         OFF AIRPORT/STRIP
        Method         - N/A                            SAME AS ACC/INC
        Completeness   - N/A                          Destination                                Airport Data
      Basic Weather    - VMC                            LOCAL                                      STANLEY COUNTY
        Wind Dir/Speed- 240/005 KTS                                                                Runway Ident     - 04
        Visibility     -    10.0   SM               ATC/Airspace                                   Runway Lth/Wid   -  4400/   75
        Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
        Lowest Ceiling     - NONE                     Type of Clearance   - NONE                   Runway Status    - DRY
        Obstructions to Vision- NONE                  Type Apch/Lndg      - FORCED LANDING
        Precipitation      - NONE
        Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -     53           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                   Current       - UNK/NR     Total      -     235          Last 24 Hrs - UNK/NR
          SE LAND                                   Months Since  - UNK/NR     Make/Model-      26          Last 30 Days- UNK/NR
                                                    Aircraft Type - UNK/NR     Instrument-       4          Last 90 Days-      26


          Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER AS THE PLT MADE A LEFT TURN. HE TRIED TO GLIDE BACK TO
THE RWY, BUT WAS UNABLE. THE ACFT WAS LANDED IN A FIELD ABOUT 300 YDS SHORT OF THE RWY. DURING THE LANDING, ALL 3 GEAR
WERE TORN OFF THE ACFT, AND THE FUSELAGE, A FUEL TANK & THE CANOPY WERE CRACKED. THE PLT STATED THAT THE ACCIDENT WAS
CAUSED BY WATER IN THE CARBURETOR. ALSO HE STATED THAT HE HAD CHECKED BOTH FUEL TANKS BEFORE HE TOOK OFF; AFTER THE
ACDNT, HE CHECKED THE FUEL BOWL & IT WAS FULL OF WATER.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1085 7/09/85 ALBEMARLE,NC A/C Reg. No. N450Z Time (Lcl) - 1630 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLUID,FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - OPEN FIELD

Occurrence #4 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

BEST COPY AVAILABLE

```
                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

      File No. - 1086      7/14/85    STATESVILLE,NC           A/C Reg. No. N12334          Time (Lcl) - 1000 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                Injuries
                                                                SUBSTANTIAL              Fatal   Serious   Minor   None
     Type of Operation         -PERSONAL                       Fire                Crew    0        0        0       1
     Flight Conducted Under    -14 CFR 91                       NONE               Pass    0        0        0       0
     Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172 M              Eng Make/Model - LYCOMING O-320-E2D       ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                   Rated Power    -     150 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                            Itinerary                                Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                   ON AIRPORT
       Method        - N/A                        CHARLOTTE,NC
       Completeness  - N/A                     Destination                          Airport Data
     Basic Weather   - IMC                        SAME AS ACC/INC
       Wind Dir/Speed- 260/003 KTS                                                     Runway Ident     - 27
       Visibility    - UNK/NR                   ATC/Airspace                            Runway Lth/Wid   -  1600/   60
       Lowest Sky/Clouds  -                       Type of Flight Plan - NONE            Runway Surface   - GRASS/TURF
       Lowest Ceiling        -    800 FT BROKEN   Type of Clearance   - NONE            Runway Status    - WET
       Obstructions to Vision- FOG                Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - NONE                                     FULL STOP
       Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     58            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total       -     125       Last 24 Hrs -       1
        SE LAND                                 Months Since   -  8       Make/Model-        58       Last 30 Days- UNK/NR
                                                Aircraft Type - C-172     Instrument-         2       Last 90 Days-      25


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE EN ROUTE, THE PLT ENCOUNTERED REDUCED VISIBILITY & HAD DIFFICULTY FINDING THE AIRSTRIP. HIS 1ST APCH TO LAND
WAS HIGH & HE MADE A GO-AROUND. THE PLT LANDED ON HIS 2ND ATTEMPT, BUT WAS UNABLE TO STOP ON THE WET GRASS RWY.
HE DELAYED ATTEMPTING A GO-AROUND UNTIL THERE WAS INSUFFICIENT RWY REMAINING TO CLEAR POWER LINES AT THE DEPARTURE
END. SUBSEQUENTLY, THE ACFT WENT OFF THE RIGHT END OF THE RWY & THE LEFT WING HIT A SMALL TREE BEFORE THE ACFT STOPPED.
ABOUT 40 MI SOUTH AT CHARLOTTE, NC, THE WX WAS, IN PART: 800 FT BROKEN, VISIBILITY 4 MI WITH FOG, WIND 260 DEG AT 3 KTS.
---------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1086 7/14/85 STATESVILLE,NC A/C Reg. No. N12334 Time (Lcl) - 1000 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1073        7/30/85     MINOT,ND                 A/C Reg. No.  1041B              Time (Lcl) - 1315 CDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                      Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation          -POSITIONING                  Fire                  Crew     0       0        0        1
     Flight Conducted Under     -14 CFR 91                    NONE                  Pass     0       0        0        1
     Accident Occurred During   -DESCENT
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BELL 47G-4A          Eng Make/Model - LYCOMING VO-540-B1B3     ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                 Number Engines -  1                        Stall Warning System - NO
     Max Gross Wt   -    2950              Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       3              Rated Power    -     280 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                             Itinerary                              Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                  OFF AIRPORT/STRIP
       Method         - N/A                       SAME AS ACC/INC
       Completeness   - N/A                    Destination                         Airport Data
     Basic Weather    - VMC                       LOCAL
       Wind Dir/Speed- CALM                                                           Runway Ident      - N/A
       Visibility     -     15.0    SM         ATC/Airspace                           Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - NONE           Runway Surface    - N/A
       Lowest Ceiling        - NONE              Type of Clearance   - NONE           Runway Status     - N/A
       Obstructions to Vision- NONE              Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnal Information----
    Pilot-In-Command                      Age -     51           Medical Certificate - NO MEDICAL
      Certificate(s)/Rating(s)            Biennial Flight Review            Flight Time (Hours)
        COMMERCIAL                          Current       - NO       Total       - UNK/NR       Last 24 Hrs -      0
        SE LAND                             Months Since  - UNK/NR   Make/Model-    1100         Last 30 Days-      0
        HELICOPTER                          Aircraft Type - UNK/NR   Instrument-      0         Last 90 Days-      0
                                                                                                 Rotorcraft  -   1100

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ENGAGED BY A DEPUTY SHERIFF TO FLY THE HELICOPTER ABOUT 2-1/2 MI TO THE MINOT INTL ARPT FOR IMPOUNDMENT.
DURING TAKEOFF, IT BEGAN CLIMBING, THEN THE PLT LOST CONTROL & THE HELICOPTER ENTERED A DESCENT & CRASHED. INITIAL
IMPACT OCCURRED ABOUT 35 FT FROM THE DEPARTURE POINT. DURING IMPACT, THE TAIL BOOM SEPARATED, THE MAIN ROTOR BLADES
WERE DAMAGED, THE SKIDS WERE BENT & THE FRONT OF THE GLASS CANOPY WAS BROKEN. THE PLT INDICATED THAT HE HAD 1100 HRS
TOTAL TIME IN THIS MAKE & MODEL OF HELICOPTER, BUT HAD NOT FLOWN IN THE LAST 90 DAYS. HE HAD A RECENT MEDICAL EXAM,
BUT THE MEDICAL EXAMINER DID NOT ISSUE A CERTIFICATE. DURING AN EXAM OF THE HELICOPTER & A SUBSEQUENT ENG RUN, NO
MALFUNCTION OR FAILURE WAS FOUND THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.
-------------------------------------------------------------------------------------------------------------------
```

```
                                    Brief of Accident (Continued)

      File No. - 1073       7/30/85    MINOT,ND                     A/C Reg. No.  1041B            Time (Lcl) - 1315 CDT
--------------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF CONTROL - IN FLIGHT
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
  3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
  4. DESCENT - UNCONTROLLED -
--------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     DESCENT - UNCONTROLLED
--------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1030 7/27/85 NORTH LOUP,NE A/C Reg. No. N9973Q Time (Lcl) - 1645 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2
Eng Make/Model - LYCOMING O-200-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP
ELT Installed/Activated - UNK/NR
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SCOTIA,NE
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 20
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS OBSERVED FLYING LOW OVER THE GROUND IN THE VICINITY OF WHERE IT EVENTUALLY CRASHED. A WITNESS APRX 1/2 MI FROM THE CRASH SITE NOTICED THE PLANE FLYING LOW OVER A CORN FIELD AS THOUGH THE STUDENT PLT WAS PRACTICING AG-ACFT TYPE SWATH RUNS. (THE ACFT WAS NOT EQUIPPED FOR SUCH OPERATIONS). AT THE END OF EACH SWATH RUN, THE ACFT WAS OBSERVED TO PULL UP SHARPLY. AFTER THE LAST PULL-UP, IT ROTATED 180 DEG AT THE TOP OF THE MANEUVER, THEN DESCENDED & IMPACTED THE GROUND WHERE IT BURNED & WAS DEMOLISHED BY FIRE. AN EXAM OF THE WRECKAGE REVEALED THAT THE FLT CONTROL CONNECTIONS WERE INTACT. THERE WAS EVIDENCE THAT THE ACFT IMPACTED IN A NEAR VERTICAL DESCENT.

Brief of Accident (Continued)

File No. - 1030   7/27/85   NORTH LOUP,NE   A/C Reg. No. N9973Q   Time (Lcl) - 1645 CDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   MANEUVERING

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. LOW PASS - PERFORMED - PILOT IN COMMAND
5. PULL-UP - INITIATED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
8. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1058        7/28/85    COZAD,NE                  A/C Reg. No. N6598V          Time (Lcl) - 1006 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)     Aircraft Damage                       Injuries
                                                          SUBSTANTIAL                 Fatal   Serious   Minor    None
   Type of Operation         -PERSONAL                    Fire                 Crew     0        0        1        0
   Flight Conducted Under    -14 CFR 91                   NONE                 Pass     0        0        0        2
   Accident Occurred During  -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - BELLANCA 17-31A             Eng Make/Model - LYCOMING IO-540        ELT Installed/Activated - YES/YES
   Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                        Stall Warning System - YES
   Max Gross Wt   -    3000                     Engine Type    - RECIP-FUEL INJECTED
   No. of Seats   -       4                     Rated Power    -     290 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                     OFF AIRPORT/STRIP
       Method         - N/A                         SPEARFISH,SD
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                         KEARNEY,NE
       Wind Dir/Speed- 050/018 KTS                                                         Runway Ident      - N/A
       Visibility     -   15.0   SM             ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - VFR                Runway Surface    - N/A
       Lowest Ceiling     -    NONE               Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
       Precipitation      -    NONE
       Condition of Light -    DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                       Age -     43             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                           Current        - YES      Total       - UNK/NR      Last 24 Hrs -       2
       SE LAND                              Months Since   -  5       Make/Model  - UNK/NR      Last 30 Days-  UNK/NR
                                            Aircraft Type  - 17-31A   Instrument  - UNK/NR      Last 90 Days-      30
                                                                      Multi-Eng   - UNK/NR      Rotorcraft   - UNK/NR

       Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING A DESCENT TO LAND AT KEARNEY, NE, THE ENG LOST POWER & OIL OOZED OUT OF THE COWLING &
COVERED MOST OF THE WINDSHIELD. DURING A FORCED LANDING APCH, HE RELEASED HIS SEAT BELT SO HE COULD SEE THRU A
SMALL SECTION OF THE WINDSHIELD. AT ABOUT 100 FT AGL, THE PLT NOTED POWER LINES DIRECTLY AHEAD. HE DOVE THE ACFT
TO AVOID THE POWER LINES. THE ACFT TOUCHED DOWN HARD, BOUNCED & CAME TO REST IN A SOYBEAN FIELD ABOUT 200 FT BEYOND
THE INITIAL IMPACT POINT. AN EXAM OF THE ENG REVEALED THAT A #2 CONNECTING ROD BOLT & THE RESPECTIVE ROD CAP HAD
FAILED. THE #2 ROD HAD THEN PUNCTURED THE ENG CASE WHICH ALLOWED ENG OIL TO ESCAPE.
```

Brief of Accident (Continued)

File No. - 1058 7/28/85 COZAD,NE A/C Reg. No. N6598V Time (Lcl) - 1006 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation DESCENT - NORMAL

Finding(s)
1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CRANKCASE - OVERLOAD
3. FLUID,OIL - LEAK
4. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OTHER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. OBJECT - WIRE,TRANSMISSION
6. MANEUVER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

  File No. - 1055      7/29/85    GRAND ISLAND,NE          A/C Reg. No. N9937Y          Time (Lcl) - 1356 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              SUBSTANTIAL               Fatal   Serious   Minor   None
    Type of Operation          -PERSONAL                     Fire                 Crew    0        0        0       1
    Flight Conducted Under     -14 CFR 91                     NONE                Pass    0        0        0       1
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CHAMPION 7GCB                  Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                         Stall Warning System - NO
    Max Gross Wt   -     1650                       Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -        2                       Rated Power     -      150 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                 Airport Proximity
    Wx Briefing      - FSS                         Last Departure Point                      ON AIRPORT
      Method         - UNK/NR                        COLUMBUS,NE
      Completeness   - UNK/NR                      Destination                             Airport Data
    Basic Weather    - IMC                           LEXINGTON,NE                            HALL COUNTY REGIONAL
      Wind Dir/Speed- 080/012 KTS                                                            Runway Ident     - 35
      Visibility     -     7.0   SM              ATC/Airspace                                Runway Lth/Wid   -  7001/   150
      Lowest Sky/Clouds  -       700 FT            Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling        -    700 FT BROKEN     Type of Clearance   - NONE                Runway Status    - WET
      Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -     47              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total       -    138        Last 24 Hrs -        0
        SE LAND                                 Months Since   -  1       Make/Model-      106        Last 30 Days- UNK/NR
                                                Aircraft Type  - 7GAC     Instrument-        8        Last 90 Days-       39


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
DURING FLT, THE PLT ENCOUNTERED RADIO RECEIVER PROBLEMS & DIVERTED TO GRAND ISLAND, NE. DURING ARRIVAL, HE REQUESTED
A SPECIAL VFR CLEARANCE, BUT COULD NOT ASCERTAIN IF THE TOWER HAD ANSWERED. RADIO COMMUNICATION WAS ESTABLISHED IN
THE TRAFFIC PATTERN & THE ACFT WAS CLEARED TO LAND. WHILE LANDING WITH A 12 KT X-WIND, THE ACFT SWERVED TO THE RIGHT,
WENT INTO AN AREA OF MUD & WAS DAMAGED; HOWEVER, THE PLT WAS ABLE TO TAXI TO THE PARKING AREA.

---------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1055 7/29/85 GRAND ISLAND,NE /C Reg. No. N9937Y Time (Lcl) - 1356 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4,5

Brief of Accident

```
     File No. - 1130       8/10/85    PALISADE,NE                   A/C Reg. No. N8941L             Time (Lcl) - 1312 CDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-AGRICULTURAL AIRCRAFT             Aircraft Damage                       Injuries
                                                                  DESTROYED                  Fatal    Serious    Minor     None
    Type of Operation          -AERIAL APPLICATION               Fire               Crew      0         1         0         0
    Flight Conducted Under     -14 CFR 137                        ON GROUND          Pass      0         0         0         0
    Accident Occurred During   -MANEUVERING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-25-235              Eng Make/Model - LYCOMING O-540-B2C5       ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3200                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       1                      Rated Power     -     235 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                                     Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                          OFF AIRPORT/STRIP
      Method         - N/A                          PALISADE,NE
      Completeness   - N/A                       Destination                                  Airport Data
    Basic Weather    - VMC                          LOCAL
      Wind Dir/Speed- 150/004 KTS                                                               Runway Ident     - N/A
      Visibility     -    15.0   SM             ATC/Airspace                                    Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE                  Runway Surface   - N/A
      Lowest Ceiling          - NONE               Type of Clearance   - NONE                  Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-in-Command                          Age -     36             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                              Current          - YES       Total      -    4175        Last 24 Hrs -        4
        SE LAND                                 Months Since  -  8           Make/Model-    2500        Last 30 Days- UNK/NR
                                                Aircraft Type - PA-28        Instrument- UNK/NR          Last 90 Days-     200
                                                                             Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A SWATH RUN OVER A CORNFIELD, THE PLT ATTEMPTED TO MANEUVER UNDER POWER LINES THAT WERE SPANNING A LARGE
DITCH. THE RIGHT WING STRUCK ONE OF THE THREE LOWER CABLES WHICH CUT INTO THE WING STRUCTURE. THE CABLE FINALLY
SEPARATED RELEASING THE ACFT. THE ACFT BEGAN TO ROLL INVERTED & IMPACTED THE GROUND WITH THE LEFT WING FOLLOWED BY
THE FUSELAGE. THE IMPACT & ENSUING FIRE DESTROYED THE ACFT. THE PLT DID NOT REMEMBER ESCAPING FROM THE BURNING ACFT.
THE LOWER SET OF CABLES WERE LEVEL WITH THE DITCH RIM & WERE VERY DIFFICULT TO SEE WHILE IN FLT.

-------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1130 8/10/85 PALISADE,NE A/C Reg. No. N8941L Time (Lcl) - 1312 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. OBJECT - WIRE,TRANSMISSION
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1096       9/12/85    EAST SWANZEY,NH           A/C Reg. No. N42722            Time (Lcl) - 0950 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Informatic ----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                       Injuries
                                                                   DESTROYED                 Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                         Fire               Crew     0        0        0        1
      Flight Conducted Under     -14 CFR 91                         NONE              Pass     0        0        0        0
      Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-32-260            Eng Make/Model  - LYCOMING O-540-E4B5      ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED             Number Engines  -  1                          Stall Warning System - YES
      Max Gross Wt   -    3400                    Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       7                    Rated Power     -    260 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                       OFF AIRPORT/STRIP
        Method          - N/A                        KEENE,NH
        Completeness    - N/A                     Destination                             Airport Data
      Basic Weather     - VMC                        WESTFIELD,MA                             DILLANT-HOPKINS
        Wind Dir/Speed- CALM                                                                  Runway Ident      - 20
        Visibility      -    15.0   SM           ATC/Airspace                                 Runway Lth/Wid    -  6502/  130
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE                Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE                Runway Status     - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      41             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                   Flight Time (Hours)
          COMMERCIAL,CFI                         Current          - YES      Total        -   2800     Last 24 Hrs -       0
          SE LAND,ME LAND                        Months Since     - 12       Make/Model-       400     Last 30 Days- UNK/NR
          HELICOPTER                             Aircraft Type - UNK/NR      Instrument-        99     Last 90 Days-       9
                                                                             Multi-Eng -        20     Rotorcraft  -    1160

          Instrument Rating(s)   - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE ACFT WAS PREFLIGHTED & DETERMINED TO HAVE 10 QTS OF OIL IN THE ENG. WHILE CLIMBING THRU ABOUT 1000 FT MSL AFTER TAKEOFF, THE PROPELLER RPM BEGAN RISING TO THE REDLINE. THE PLT REDUCED POWER & PROCEEDED TO MAKE AN EMERG LANDING. DURING A TURN TOWARD THE ARPT, THE ENG STOPPED OPERATING. SUBSEQUENTLY, THE ACFT COLLIDED WITH TREES & CRASHED AS THE PLT WAS ATTEMPTING TO LAND IN AN OPEN FIELD ABOUT 4 MI FROM THE ARPT. A POST CRASH EXAM DISCLOSED A RUPTURED OIL HOSE, PN 63901-25, THAT LED FROM THE OIL PUMP TO THE OIL COOLER. THE HOSE HAD A LIFE EXPECTANCY OF 8 YRS & HAD BEEN MANUFACTURED IN 1974. NO RECORD WAS FOUND TO INDICATE THE HOSE HAD BEEN REPLACED SINCE ITS ORIGINAL INSTALLATION ON THE ENG.

Brief of Accident (Continued)

File No. - 1096 9/12/85 EAST SWANZEY,NH A/C Reg. No. N42722 Time (Lcl) - 0950 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. LUBRICATING SYSTEM,OIL HOSE - FAILURE,TOTAL
2. MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL
3. MAINTENANCE,INSPECTION OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL

Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
4. FLUID,OIL - EXHAUSTION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH

Finding(s)
5. OBJECT - TREE(S)
6. OBJECT - UTILITY POLE

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1149 4/20/85 HAMILTON TWNSHP,NJ A/C Reg. No. N4972S Time (Lcl) - 2048 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- 090/005 KTS
Visibility - .750 SM
Lowest Sky/Clouds - 200 FT
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
BEVERLY,MA
Destination
ATLANTIC CITY,NJ

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
ATLANTIC CITY
Runway Ident - 13
Runway Lth/Wid - 10000/ 180
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - R182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1925
Make/Model- 22
Instrument- 255
Last 24 Hrs - UNK/NR
Last 30 Days- 5
Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT'S ORIGINAL DESTN WAS BADER FIELD AT ATLANTIC CITY. HOWEVER, DURING ARRIVAL, HE DIVERTED TO THE ATLANTIC CITY ARPT, SINCE BADER FIELD WAS BELOW MINS. VECTORS WERE PROVIDED FOR AN ILS RWY 13 APCH & THE PLT WAS CLEARED FOR THE APCH. HE WAS THEN CLEARED TO LAND & WAS ADVISED THAT THE RVR FOR RWY 13 WAS 4000 FT & THE WIND WAS FROM 090 DEG AT 5 KTS. THE PLT ACKNOWLEDGED THE TRANSMISSION, THEN THERE WAS NO FURTHER RADIO CONTACT WITH THE ACFT. THE ACFT CRASH ABOUT 3.5 MI NORTHWEST OF THE ARPT IN A WOODED AREA. INITIAL IMPACT OCCURRED WITH TREES JUST SLIGHTLY LEFT OF THE LOCALIZER COURSE LINE. ELEVATION AT THE ACDNT SITE WAS 60 FT. THE ARPT ELEVATION WAS 76 FT & THE DECISION HEIGHT FOR THE ILS WAS 276 FT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED THE ACDNT. DURING THE FLT THE PLT HAD RADIOED THAT A CIRCUIT BREAKER HAD "POPPED" BUT HE ALSO SAID THAT THE PROBLEM WAS RESOLVED. THE BREAKERS FOR THE NAV LGTS & FLAPS WERE FOUND DISENGAGED.

Brief of Accident (Continued)

File No. - 1149 4/20/85 HAMILTON TWNSHP,NJ A/C Reg. No. N4972S Time (Lcl) - 2048 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH

Finding(s)
1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. WEATHER CONDITION - OBSCURATION
5. WEATHER CONDITION - BELOW APPROACH MINIMUMS
6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
9. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND
10. MISSED APPROACH - NOT PERFORMED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1017      4/28/85    PITTSTOWN,NJ               A/C Reg. No. N5685B          Time (Lcl) - 1200 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor    None
     Type of Operation          -OTHER WORK USE                 Fire                  Crew      0         0         1        0
     Flight Conducted Under     -14 CFR 91                       NONE                  Pass      0         0         0        0
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182                 Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2950                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power     -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                  Airport Proximity
     Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                       ON AIRPORT
       Method          - N/A                       SAME AS ACC/INC
       Completeness    - N/A                    Destination                               Airport Data
     Basic Weather     - VMC                       LOCAL                                    SKY MANOR
       Wind Dir/Speed- 270/012 KTS                                                          Runway Ident      - 06
       Visibility     -    12.0    SM          ATC/Airspace                                 Runway Lth/Wid    -  2439/    50
       Lowest Sky/Clouds  -      UNK/NR          Type of Flight Plan - NONE                 Runway Surface    - ASPHALT
       Lowest Ceiling        - 10000 FT BROKEN   Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg      - FORCED LANDING
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      44          Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                            Current        - UNK/NR     Total       -    691       Last 24 Hrs -       3
        SE LAND,ME LAND                       Months Since   - UNK/NR     Make/Model-      305       Last 30 Days- UNK/NR
        GLIDER                                Aircraft Type  - UNK/NR     Instrument-       18       Last 90 Days-      12
                                                                          Multi-Eng  -      34

        Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE PLT REPORTED THAT HE PREFLIGHTED THE ACFT & DECIDED THERE WAS SUFFICIENT FUEL TO HAUL SKYDIVERS ON 2 MORE FLTS. ON THE 2ND FLT, HE HAD TO MAKE THREE PASSES INSTEAD OF ONE. DURING THE APCH TO THE ARPT, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE PLT TRIED TO REACH THE RWY, BUT LANDED SHORT ON PLOWED TERRAIN. THE WHEELS DUG INTO THE PLOWED TERRAIN, THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER. THE PLT HAD PLANNED A FUEL CONSUMPTION RATE OF 12.1 GAL/HR. HOWEVER, THE ACTUAL FUEL CONSUMPTION (AFTER INSTALLATION OF A NEW ENG) WAS 12.8 GAL/HR.

Brief of Accidant (Continued)

File No. - 1017   4/28/85   PITTSTOWN,NJ   A/C Reg. No. N56858   Time (Lcl) - 1200 EST

Occurrence #1   LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation   APPROACH

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2   FORCED LANDING
Phase of Operation   MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3   NOSE GEAR COLLAPSED
Phase of Operation   LANDING - ROLL

Finding(s)
5. TERRAIN CONDITION - SOFT
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4   NOSE OVER
Phase of Operation   LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1143        5/14/85    MORRISTOWN,NJ             A/C Reg. No. N6507B             Time (Lcl) - 1506 EDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                  SUBSTANTIAL                  Fatal   Serious   Minor     None
     Type of Operation          -INSTRUCTIONAL                   Fire               Crew        0        0        0         1
     Flight Conducted Under     -14 CFR 91                        NONE              Pass        0        0        0         0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 152                  Eng Make/Model  - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED              Number Engines  -  1                          Stall Warning System - YES
     Max Gross Wt   -    1670                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                     Rated Power     -     100 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    ON AIRPORT
        Method         - N/A                         SAME AS ACC/INC
        Completeness   - N/A                      Destination                            Airport Data
      Basic Weather    - VMC                         LOCAL                                 MORRISTOWN
        Wind Dir/Speed- VARIABLE                                                           Runway Ident      - 05
        Visibility     -   100.0   SM            ATC/Airspace                              Runway Lth/Wid    -  1800/    50
        Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE              Runway Surface    - ASPHALT
        Lowest Ceiling         - NONE              Type of Clearance   - NONE              Runway Status     - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                    TOUCH AND GO
        Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      58              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
          STUDENT                                Current        - N/A       Total        -    48        Last 24 Hrs -      0
                                                 Months Since   - N/A       Make/Model-       48        Last 30 Days- UNK/NR
                                                 Aircraft Type  - N/A       Instrument-        0        Last 90 Days-      6

          Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
ACCORDING TO THE STUDENT, THE ACFT ENCOUNTERED A SUDDEN WIND SHIFT FROM THE EAST AS HE WAS LANDING. HE STATED
THAT THIS CAUSED THE PLANE TO TIP OVER TO THE PLT'S RIGHT & COME TO REST ON ITS TOP. THE STUDENT ALSO REPORTED THAT
THE WIND WAS FROM 050 DEG AT 7 KTS & THE VISIBILITY WAS INDEFINITE.
-----------------------------------------------------------------------------------------------------------------------
```

File No. - 1143   5/14/85   MORRISTOWN,NJ   A/C Reg. No. N6507B   Time (Lcl) - 1506 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2   NOSE OVER
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

   File No. - 1116      8/06/85    CAPE MAY,NJ               A/C Reg. No. N3462M          Time (Lcl) - 2140 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                         Injuries
                                                              DESTROYED                 Fatal    Serious    Minor     None
    Type of Operation          -PERSONAL                     Fire              Crew       1         0         0         0
    Flight Conducted Under     -14 CFR 91                     NONE             Pass       0         0         0         0
    Accident Occurred During   -DESCENT
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - PIPER PA-28-161             Eng Make/Model - LYCOMING O-320-D3G       ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED              Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2150                     Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                     Rated Power     -      160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                     OFF AIRPORT/STRIP
      Method          - N/A                       WILMINGTON,DE
      Completeness    - N/A                     Destination                            Airport Data
    Basic Weather     - VMC                       OCEAN CITY,NJ
      Wind Dir/Speed- 160/005 KTS                                                        Runway Ident      - N/A
      Visibility     -     12.0   SM            ATC/Airspace                             Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      25000 FT SCATTERED  Type of Flight Plan - NONE           Runway Surface    - N/A
      Lowest Ceiling          - NONE            Type of Clearance    - NONE              Runway Status     - N/A
      Obstructions to Vision- NONE              Type Apch/Lndg       - NONE
      Precipitation           - NONE
      Condition of Light      - NIGHT(BRIGHT)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      35            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
          PRIVATE                                Current         - YES     Total      -     306         Last 24 Hrs -      0
            SE LAND                              Months Since    - 16      Make/Model-      118         Last 30 Days-      4
                                                 Aircraft Type - 152A      Instrument-       57         Last 90 Days-     19


          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
CREW MEMBERS OF A COAST GUARD HELICOPTER, OBSERVED AN ACFT FLYING AT ABOUT 1500 FT ABOVE THE WATER. ACCORDING TO
THEM, THE ACFT PITCHED DOWN INTO A 60 TO 70 DEG NOSE LOW ATTITUDE & COLLIDED WITH THE WATER. THE HELICOPTER WAS
IMMEDIATELY FLOWN TO THE ACDNT SITE; HOWEVER, THE DOWNED ACFT COULD NOT BE SEEN. LATER, THE FATALLY INJURED PLT &
DEBRIS FROM THE ACFT WERE FOUND, BUT THE MAIN WRECKAGE WAS NOT LOCATED.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1116 8/08/85 CAPE MAY,NJ A/C Reg. No. N3462M Time (Lcl) - 2140 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. LIGHT CONDITION - NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

BEST COPY AVAILABLE

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1099      8/28/85    BLAIRSTOWN,NJ           A/C Reg. No. N3380R           Time (Lcl) - 2215 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                 Crew       0        0        0        1
     Flight Conducted Under     -14 CFR 91                      NONE                Pass       0        0        0        3
     Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182L                  Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2800                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                      Rated Power    -      230 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      ON AIRPORT
       Method         - N/A                          FLANDERS,NJ
       Completeness   - N/A                       Destination                             Airport Data
     Basic Weather    - VMC                         SAME AS ACC/INC                          BLAIRSTOWN
       Wind Dir/Speed- CALM                                                                  Runway Ident     - 25
       Visibility     -    10.0    SM            ATC/Airspace                                Runway Lth/Wid   -  3102/    70
       Lowest Sky/Clouds  -      6000 FT           Type of Flight Plan - NONE                Runway Surface   - ASPHALT
       Lowest Ceiling      -     6000 FT BROKEN    Type of Clearance   - NONE                Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
       Precipitation       - NONE
       Condition of Light  - NIGHT(DARK)
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -      38              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                              Current         - YES      Total       -    243         Last 24 Hrs -       2
        SE LAND                              Months Since    - 13       Make/Model-      193         Last 30 Days- UNK/NR
                                             Aircraft Type - C-182      Instrument-        1         Last 90 Days-      29


        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A NORMAL NIGHT LANDING, A DEER DARTED ONTO THE RUNWAY AND STRUCK THE TAIL SECTION OF THE AIRCRAFT CAUSING
MAJOR STRUCTURAL DAMAGE. THE DEER WAS NOT LOCATED.

---------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1099 8/28/85 BLAIRSTOWN,NJ A/C Reg. No. N338OR Time (Lcl) - 2215 EDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - ANIMAL(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

```
   File No. - 1138       8/28/85    NEWARK,NJ                  A/C Reg. No. N9990R            Time (Lcl) - 1207 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                         Injuries
     Name of Carrier           -EXECUTIVE AVIATION           SUBSTANTIAL                    Fatal   Serious   Minor    None
     Type of Operation         -NON SCHED,DOMESTIC,CARGO    Fire                    Crew      0        0        0        1
     Flight Conducted Under    -14 CFR 135                   NONE                   Pass      0        0        0        0
     Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH G18S                   Eng Make/Model - P&W R-985-AN14B        ELT Installed/Activated - YES-UNK/NR
     Landing Gear   - TAILWHEEL-ALL RETRACTABLE    Number Engines -  2                        Stall Warning System - YES
     Max Gross Wt   -    9700                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   - UNK/NR                       Rated Power    -     450 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                               Airport Proximity
     Wx Briefing      - UNK/NR                    Last Departure Point                    ON AIRPORT
       Method         - UNK/NR                      SAME AS ACC/INC
       Completeness   - UNK/NR                   Destination                            Airport Data
     Basic Weather    - VMC                         SAGINAW,MI                             NEWARK INTL
       Wind Dir/Speed- 320/013 KTS                                                         Runway Ident     - 04L
       Visibility     -    12.0    SM           ATC/Airspace                               Runway Lth/Wid   -  8200/  150
       Lowest Sky/Clouds  -     4000 FT SCATTERED  Type of Flight Plan - VFR               Runway Surface   - ASPHALT
       Lowest Ceiling       - 25000 FT BROKEN      Type of Clearance   - VFR               Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                       Age -     27              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)             Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,ATP                      Current       - YES        Total      -   2842        Last 24 Hrs -       4
         SE LAND,ME LAND,SE SEA              Months Since  -  1         Make/Model-      95        Last 30 Days- UNK/NR
                                             Aircraft Type - BE-18      Instrument-     351        Last 90 Days-     156
                                                                        Multi-Eng -     304

         Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE TAKING OFF WITH A LEFT X-WIND, THE ACFT BEGAN TO VEER TO THE LEFT; THE PLT CORRECTED BY USING DIFFERENTIAL
POWER & RIGHT BRAKE, BUT THE ACFT CONTINUED TO VEER LEFT & WENT OFF THE RWY. SUBSEQUENTLY, THE RIGHT MAIN GEAR
COLLAPSED & THE ACFT WAS SUBSTANTIALLY DAMAGED.
--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1138   8/28/85   NEWARK,NJ   A/C Reg. No. N9990R   Time (Lcl) - 1207 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2   MAIN GEAR COLLAPSED
Phase of Operation   TAKEOFF

Finding(s)
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1007       6/30/85    GALLUP,NM                 A/C Reg. No. N5984L           Time (Lcl) - 1315 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                DESTROYED                Fatal   Serious   Minor    None
     Type of Operation        -PERSONAL                         Fire              Crew     0        1        0        0
     Flight Conducted Under   -14 CFR 91                        NONE              Pass     0        0        1        0
     Accident Occurred During -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - AMERICAN AA-1              Eng Make/Model - LYCOMING O-235       ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                      Stall Warning System - YES
     Max Gross Wt   -    1465                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power    -     108 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                            Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING    Last Departure Point                 OFF AIRPORT/STRIP
       Method        - N/A                        SAME AS ACC/INC
       Completeness  - N/A                     Destination                        Airport Data
     Basic Weather   - VMC                        TULSA,OK                           SENATOR CLARKE
       Wind Dir/Speed- 290/010 KTS                                                   Runway Ident     - 24
       Visibility    -    25.0   SM           ATC/Airspace                           Runway Lth/Wid   -  6300/  100
       Lowest Sky/Clouds  -    20000 FT THIN BKN  Type of Flight Plan - VFR          Runway Surface   - ASPHALT
       Lowest Ceiling      - NONE               Type of Clearance   - NONE           Runway Status    - DRY
       Obstructions to Vision- NONE             Type Apch/Lndg      - FORCED LANDING
       Precipitation       - NONE
       Condition of Light  - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                     Age -     40          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)           Biennial Flight Review              Flight Time (Hours)
        COMMERCIAL                          Current       - UNK/NR    Total      - UNK/NR       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                     Months Since  - UNK/NR    Make/Model-     108       Last 30 Days- UNK/NR
                                            Aircraft Type - UNK/NR    Instrument- UNK/NR        Last 90 Days- UNK/NR
                                                                      Multi-Eng - UNK/NR        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
```

DURING A X-COUNTRY FLT FROM LOS ANGELES, CA TO TULSA, OK, THE PLT MADE AN EN ROUTE STOP AT GALLUP, NM. THE FUEL TANKS WERE FULLY SERVICED & THE PLT TOOK OFF WITH A PASSENGER & APRX 50 LBS OF TOOLS & BAGGAGE ON BOARD. THE PLT STATED THAT AFTER TAKEOFF, THE ACFT WOULD NOT CLIMB MORE THAN 75 FT ABOVE THE GROUND. BOTH HE AND THE PASSENGER (HIS 10 YR OLD SON) REPORTED THE ENG SEEMED TO BE OPERATING NORMALLY. ACCORDING TO THE PLT, THE HIGH DENSITY ALT CAUSED A LACK OF CLIMB PERFORMANCE. HE FLEW THE ACFT BETWEEN RIDGE TOPS & LOWERED THE FLAPS IN AN ATTEMPT TO GAIN ALT. HOWEVER, ABOUT 3 MI FROM THE APRT, THE ACFT DESCENDED & HIT THE GROUND. DURING IMPACT, THE PLT'S SEAT BELT FAILED. HE RECEIVED SEVERE FACIAL INJURIES & BROKEN RIBS. THE DENSITY ALT AT GALLUP WAS COMPUTED TO BE 9600 FT.

Brief of Accident (Continued)

File No. - 1007   6/30/85   GALLUP,NM   A/C Reg. No. N5984L   Time (Lcl) - 1315 MDT

Occurrence   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
   2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
      3. IMPROPER DECISION,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,TAKEOFF CAPABILITY - INADEQUATE
   5. CLIMB - NOT POSSIBLE -
6. LOWERING OF FLAPS - PERFORMED - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED -
8. STALL/MUSH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

```
                            National Transportation Safety Board
                                Washington, D.C. 20594


                                   Brief of Accident
      File No. - 1153      7/06/85   SANTA TERESA,NM          A/C Reg. No. N5372B          Time (Lcl) - 1402 MDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                  Fire                 Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                       NONE                Pass      0        0        0        0
    Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 152                 Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
    Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    1670                    Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                    Rated Power    -      100 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                       ON AIRPORT
      Method         - N/A                        SAME AS ACC/INC
      Completeness   - N/A                     Destination                             Airport Data
    Basic Weather    - VMC                        LOCAL                                    SANTA TERESA
      Wind Dir/Speed- 220/003 KTS                                                          Runway Ident     - 10
      Visibility    -    50.0   SM             ATC/Airspace                                Runway Lth/Wid   -  5400/  100
      Lowest Sky/Clouds  -     SCATTERED         Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TOUCH AND GO
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      29             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        COMMERCIAL                             Current        - YES        Total      -    354        Last 24 Hrs -      2
                                               Months Since   - 10         Make/Model-      9         Last 30 Days-     34
        HELICOPTER                             Aircraft Type  - UH-1       Instrument-     60         Last 90 Days-     41
                                                                                                      Rotorcraft  -    345

        Instrument Rating(s)  - HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELCOPTER PLT WAS ON A SOLO INSTRUCTIONAL FLT IN THE CESSNA 152 AIRPLANE. HE HAD ONLY 9 HRS FLT TIME IN FIXED
WING ACFT. WHILE ON A TOUCH-&-GO LANDING, THE ACFT BOUNCED AS IT TOUCHED DOWN. IT THEN BOUNCED 2 MORE TIMES WITH EACH
BOUNCE BECOMING PROGRESSIVELY HARDER. AFTER THE 3RD BOUNCE, THE PLT INITIATED A GO-AROUND. THE ACFT CLIMBED TO APRX
50 TO 60 FT AGL, THEN STALLED & IMPACTED ON SANDY SOIL TO THE LEFT OF THE RWY. THE PLT SAID THAT HE SHOULD HAVE
INITIATED A GO-AROUND AFTER THE 1ST BOUNCE.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1153 7/06/85 SANTA TERESA,NM A/C Reg. No. N5372B Time (Lcl) - 1402 MDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
3. ABORTED LANDING
4. GO-AROUND - DELAYED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1102        6/03/85    OROVADA,NV                  A/C Reg. No. N8804F           Time (Lcl) - 0900 PDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-AGRICULTURAL AIRCRAFT          Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal    Serious   Minor    None
      Type of Operation          -AERIAL APPLICATION            Fire               Crew       0         0        0        1
      Flight Conducted Under     -14 CFR 137                     NONE              Pass       0         0        0        0
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - EAGLE DW-1                   Eng Make/Model - LYCOMING IO-540-M1B5D     ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - NO
      Max Gross Wt   -    5400                      Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -       1                      Rated Power    -    300 HP
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                               Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                    OFF AIRPORT/STRIP
        Method         - N/A                         BOTTLE CREEK,NV
        Completeness   - N/A                      Destination                           Airport Data
      Basic Weather    - VMC                         SAME AS ACC/INC
        Wind Dir/Speed- UNK/NR                                                             Runway Ident     - N/A
        Visibility     -    15.0    SM           ATC/Airspace                              Runway Lth/Wid   - N/A
        Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE              Runway Surface   - N/A
        Lowest Ceiling         - NONE              Type of Clearance   - NONE              Runway Status    - N/A
        Obstructions to Vision- NONE               Type Apch/Lndg      - FORCED LANDING
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -     25          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
          COMMERCIAL                             Current       - YES       Total     -    1531       Last 24 Hrs -      5
          SE LAND                                Months Since  -  3        Make/Model-     264       Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-      10       Last 90 Days-     58


          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER COMPLETING HIS LAST SPRAY RUN, THE PLT BEGAN A TURN. DURING THE TURN, THE ENG LOST POWER, THEN RESTARTED &
LOST POWER AGAIN. ATTEMPTS TO RESTART THE ENG WERE TO NO AVAIL. SINCE THE ACFT WAS STILL AT A VERY LOW ALT (APRX
50 FT), AN EMERG LANDING WAS IMMINENT. THE PLT LANDED IN A FIELD OF TALL ALFALFA & THE ACFT NOSED OVER. HE REPORTED
THAT THE ENG HAD QUIT DUE TO A MECHANICAL PROBLEM, BUT NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

---------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1102 6/03/85 OROVADA,NV A/C Reg. No. N8804F Time (Lcl) - 0900 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - CROP

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1146       7/19/85    BATTLE MOUNTAIN,NV        A/C Reg. No. N5252D            Time (Lcl) - 1530 PDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire               Crew      0          0         0         1
      Flight Conducted Under     -14 CFR 91                      NONE              Pass      0          0         0         0
      Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 180G                 Eng Make/Model - CONTINENTAL 0-470-R      ELT Installed/Activated - UNK/NR
      Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2800                     Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                     Rated Power     -     230 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                           Airport Proximity
      Wx Briefing      - UNK/NR                     Last Departure Point                ON AIRPORT
        Method         - UNK/NR                       CONCORD,CA
        Completeness   - UNK/NR                    Destination                       Airport Data
      Basic Weather    - VMC                          ELKO,NV                           LANDER COUNTY
        Wind Dir/Speed- 360/018 KTS                                                     Runway Ident      - 30
        Visibility     -    50.0   SM             ATC/Airspace                          Runway Lth/Wid   -  7300/  150
        Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE          Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE               Type of Clearance   - NONE          Runway Status    - DRY
        Obstructions to Vision- NONE                Type Apch/Lndg      - FULL STOP
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -     35            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                 Current         - UNK/NR      Total       - UNK/NR         Last 24 Hrs - UNK/NR
         SE LAND,SE SEA                          Months Since    - UNK/NR      Make/Model- UNK/NR          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR        Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                               Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE LANDING AT BATTLE MOUNTAIN TO REFUEL, THE LEFT MAIN GEAR COLLAPSED. THE WIND WAS REPORTED TO BE FROM 360 DEG
A 18 GUSTING 30 KTS.

--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1146 7/19/85 BATTLE MOUNTAIN,NV A/C Reg. No. N5252D Time (Lcl) - 1530 PDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

```
                      National Transportation Safety Board
                            Washington, D.C. 20594



                               Brief of Accident

      File No. - 1065       9/10/85    WINNEMUCCA,NV             A/C Reg. No. N2377J             Time (Lcl) - 1245 PDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                    Injuries
                                                               DESTROYED                  Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                     Fire                Crew      0         1         0         0
     Flight Conducted Under     -14 CFR 91                     NONE               Pass      0         0         0         0
     Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - BEECH A23                  Eng Make/Model - CONTINENTAL IO-346-A      ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    2300                    Engine Type    - RECIP-FUEL INJECTED
     No. of Seats  -       4                    Rated Power    -      165 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
       Method        - N/A                          SAME AS ACC/INC
       Completeness  - N/A                       Destination                            Airport Data
     Basic Weather   - VMC                          LOCAL                                  WINNEMUCCA MUNI
       Wind Dir/Speed- 350/010 KTS                                                         Runway Ident     - 20
       Visibility    -    90.0   SM             ATC/Airspace                               Runway Lth/Wid   -  5000/  150
       Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - ASPHALT
       Lowest Ceiling        - 10000 FT BROKEN     Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg      - NONE
       Precipitation         - NONE
       Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     44              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                  Flight Time (Hours)
         STUDENT                                  Current       - N/A         Total       -      55        Last 24 Hrs - UNK/NR
                                                  Months Since  - N/A         Make/Model-        1         Last 30 Days-      9
                                                  Aircraft Type - N/A         Instrument-        1         Last 90 Days-     28


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT HAD RECENTLY PURCHASED THE ACFT. ON 9/5/85, AN INSTRUCTOR PLT, WHO HAD DELIVERED THE ACFT TO THE WINNEMUCCA
ARPT, GAVE THE STUDENT A TOTAL OF 0.4 HR DUAL INSTRUCTION, WHICH INCLUDED 2 LANDINGS. THE INSTRUCTOR THEN INDORSED
THE STUDENT'S LOG BOOK FOR SOLO FLT IN THIS ACFT, BUT HE DID NOT INDORSE THE STUDENT'S PLT CERTIFICATE. FIVE DAYS LATER,
THE STUDENT ELECTED TO GO ON HIS 1ST SOLO FLT IN THE ACFT. HE TOOK OFF WITH A QUARTERING TAIL WIND. HE STATED THAT DRG
THE TAKEOFF, THE ENG SEEMED TO BE LOSING POWER, ALTHOUGH ITS SOUND SEEMED TO REMAIN STEADY. AFTER REACHING APRX 50 FT
AGL, IN A NOSE HIGH ATTITUDE, THE ACFT SETTLED & FELL OFF ON ITS RIGHT WING, THEN IT COLLIDED WITH THE GROUND. THE
DENSITY ALT ON THE DAY OF THE ACCIDENT WAS 4300 FT. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS
FOUND.

------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1065 9/10/85 WINNEMUCCA,NV A/C Reg. No. N2377J Time (Lcl) - 1245 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
2. IMPROPER USE OF PROCEDURE - FLIGHT INSTRUCTOR(ON GROUND)
3. IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
4. IMPROPER DECISION,INADEQUATE TRANSITION/UPGRADE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. WEATHER CONDITION - TAILWIND
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. - 1018        3/31/85    RED HOOK,NY                  A/C Reg. No. N22630             Time (Lcl) - 1050 EST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Uperating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                          Injuries
                                                                  SUBSTANTIAL                      Fatal    Serious    Minor     None
     Type of Operation          -PERSONAL                        Fire                  Crew         0         0         0         1
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass         0         0         0         1
     Accident Occurred During   -LANDING
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - PIPER PA-28R-201               Eng Make/Model - LYCOMING IO-360-C1C6      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-RETRACTABLE           Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2750                        Engine Type    - RECIP-FUEL INJECTED
     No. of Seats   -      4                         Rated Power    -     200 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING        Last Departure Point                      ON AIRPORT
       Method         - N/A                            SAME AS ACC/INC
       Completeness   - N/A                        Destination                              Airport Data
     Basic Weather    - VMC                            LOCAL                                    SKYPARK
       Wind Dir/Speed- 260/011 KTS                                                              Runway Ident     - 01
       Visibility    -     7.0   SM                ATC/Airspace                                 Runway Lth/Wid   -   2666/    30
       Lowest Sky/Clouds  -      2800 FT             Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
       Lowest Ceiling        -   2800 FT OVERCAST    Type of Clearance   - NONE                 Runway Status    - WET
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation         - RAIN                                        FULL STOP
       Condition of Light    - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -      52            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                  Current        - YES      Total      -    514          Last 24 Hrs -       0
         SE LAND                                  Months Since   - 19       Make/Model-    263          Last 30 Days- UNK/NR
                                                  Aircraft Type  - UNK/NR   Instrument-     29          Last 90 Days-      11


         Instrument Rating(s)  - NONE
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

DURING FLT, A PIPER PA-32R-201, N22630, & A BAINBRIDGE JODEL F-12, N5700, ENCOUNTERED STRUCTURAL ICING CONDITIONS. THE WINDSHIELDS OF BOTH ACFT BECAME COVERED WITH ICE WHICH RESTRICTED THE FORWARD VISIBILITY OF THE OCCUPANTS IN BOTH ACFT. N5700 LANDED 1ST. THE PLT OF N5700 TURNED HIS ACFT AROUND & WAS TAXIING ON THE RWY WHEN THE PLT OF N22630 WAS LANDING. WITHIN SECONDS AFTER N22630 TOUCHED DOWN, THE 2 ACFT COLLIDED. THE PLT OF N22630 REPORTED THAT HIS PASSENGER, WHO WAS ALSO A PILOT, MADE THE APPROAPRIATE RADIO CALLS IN THE TRAFFIC PATTERN. THE PLT OF N5700 REPORTED THAT HE REMOVED HIS HEADSET AFTER LANDING SO HE COULD GET HIS HEAD AGAINST THE SIDE WINDOW FOR BETTER VISION WHILE TAXIING.

Brief of Accident (Continued)

File No. - 1018 3/31/85 RED HOOK,NY A/C Reg. No. N22630 Time (Lcl) - 1050 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - ICING CONDITIONS
3. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. RADIO COMMUNICATIONS - PERFORMED - PILOT IN COMMAND
7. RADIO COMMUNICATIONS - NOT USED - PILOT OF OTHER AIRCRAFT
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
10. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1018 3/31/85 RED HOOK,NY A/C Reg. No. N5700 Time (Lcl) - 1050 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - BAINBRIDGE JODEL F-12
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2600
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-DL
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 140 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2800 FT
Lowest Ceiling - 2800 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
SKYPARK
Runway Ident - 01
Runway Lth/Wid - 2666/ 30
Runway Surface - ASPHALT
Runway Status - WET

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1330
Make/Model- 120
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 2
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

DURING FLT, A PIPER PA-32R-201, N2263Q, & A BAINBRIDGE JODEL F-12, N5700, ENCOUNTERED STRUCTURAL ICING CONDITIONS. THE WINDSHIELDS OF BOTH ACFT BECAME COVERED WITH ICE WHICH RESTRICTED THE FORWARD VISIBILITY OF THE OCCUPANTS IN BOTH ACFT. N5700 LANDED 1ST. THE PLT OF N5700 TURNED HIS ACFT AROUND & WAS TAXIING ON THE RWY WHEN THE PLT OF N2263Q WAS LANDING. WITHIN SECONDS AFTER N2263Q TOUCHED DOWN, THE 2 ACFT COLLIDED. THE PLT OF N2263Q REPORTED THAT HIS PASSENGER, WHO WAS ALSO A PILOT, MADE THE APPROPRIATE RADIO CALLS IN THE TRAFFIC PATTERN. THE PLT OF N5700 REPORTED THAT HE REMOVED HIS HEADSET AFTER LANDING SO HE COULD GET HIS HEAD AGAINST THE SIDE WINDOW FOR BETTER VISION WHILE TAXIING.

Brief of Accident (Continued)

File No. - 1018   3/31/85   RED HOOK,NY   A/C Reg. No. N5700   Time (Lcl) - 1050 EST

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE

Finding(s)
1. WEATHER CONDITION - RAIN
2. WEATHER CONDITION - ICING CONDITIONS
3. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAXI - TO TAKEOFF

Finding(s)
6. RADIO COMMUNICATIONS - PERFORMED - PILOT OF OTHER AIRCRAFT
7. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
10. OBJECT - AIRCRAFT MOVING ON GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10

```
                                      Brief of Accident

    File No. - 1128       8/16/85    MONTGOMERY,NY              A/C Reg. No. N5405L            Time (Lcl) - 1715 EDT
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                   SUBSTANTIAL                Fatal   Serious   Minor    None
      Type of Operation           -PERSONAL                       Fire                 Crew     0        0        0       1
      Flight Conducted Under      -14 CFR 91                       NONE                Pass     0        0        0       0
      Accident Occurred During    -DESCENT
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - GRUMMAN AMERICAN AA-5          Eng Make/Model - LYCOMING O-320          ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                         Stall Warning System - YES
      Max Gross Wt  -    2200                        Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats  -      4                         Rated Power     -      150 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       OFF AIRPORT/STRIP
        Method         - N/A                           EASTON,PA
        Completeness   - N/A                       Destination                             Airport Data
      Basic Weather    - VMC                           SAME AS ACC/INC                        ORANGE COUNTY
        Wind Dir/Speed- 240/005 KTS                                                           Runway Ident       - N/A
        Visibility     -    20.0   SM              ATC/Airspace                               Runway Lth/Wid     - N/A
        Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE               Runway Surface     - N/A
        Lowest Ceiling          - NONE               Type of Clearance   - NONE               Runway Status      - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation           - NONE
        Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age -      49            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
          COMMERCIAL                             Current       - UNK/NR     Total      -    1959          Last 24 Hrs - UNK/NR
          SE LAND                                Months Since  - UNK/NR     Make/Model-    1959          Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR     Instrument-      12          Last 90 Days-      20

          Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT THE FLT WAS UNEVENTFUL UNTIL HE WAS IN A DESCENT ABOUT 12 MI FROM THE DESTINATION ARPT. HE
SAID THAT A LARGE BIRD SUDDENLY APPEARED IN FRONT OF THE ACFT & COLLIDED WITH THE RIGHT WING. THE BIRD STRIKE PUT
A LARGE HOLE IN THE RIGHT WING ROOT, SEVERED A FUEL LINE & DAMAGED THE RIGHT FUEL TANK, BUT THE ACFT WAS LANDED SAFELY.
------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1128 6/16/85 MONTGOMERY,NY A/C Reg. No. N5405L Time (Lcl) - 1715 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

Finding(s)
1. OBJECT - BIRD(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1174 4/20/85 GULF OF MEXICO, A/C Reg. No. N65526 Time (Lcl) - UNK/NR

----Basic Information----

Type Operating Certificate-EXTERNAL LOAD
Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - SIKORSKY S-58ET
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 12700
No. of Seats - 14

Eng Make/Model - P&W PT6T-3
Number Engines - 2
Engine Type - TURBOSHAFT
Rated Power - 750 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KEY WEST, FL
Destination
FT. PIERCE, FL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP, CFI
SE LAND
HELICOPTER

Age - 37
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	8800	Last 24 Hrs -	4
Make/Model -	2800	Last 30 Days -	UNK/NR
Instrument -	754	Last 90 Days -	UNK/NR
Multi-Eng -	10	Rotorcraft -	8700

Instrument Rating(s) - HELICOPTER

----Narrative----

THE HELICOPTER DISAPPEARED WHILE ON AN OVERWATER FLT FROM KEY WEST, FL TO FT PEIRCE, FL. ONE OCCUPANT & THE WRECKAGE OF THE HELICOPTER WERE SUBSEQUENTLY RECOVERED FROM THE GULF OF MEXICO. THE PLT & THE OTHER OCCUPANT WERE NOT LOCATED & WERE PRESUMED DEAD. PRIOR TO DEPARTURE, 1 OF THE CREWMEMBERS WAS OVERHEARD TO SAY "THAT DIDN'T SOUND GOOD" REFERRING TO SOME UNUSUAL SOUND AT THE TIME OF SHUT-DOWN. THE PLT TOLD A WITNESS THEY WERE HAVING MECHANICAL DIFFICULTY WHICH THEY WOULD CORRECT IN FT PIERCE. ANOTHER WITNESS HEARD THE PLT STATE TO 1 OF THE PAX THAT A CAP OR PART HAD FALLEN OFF & WAS MISSING. AN EXAM OF THE ROTATING & STATIONARY SWASHPLATES WHICH MADE UP THE STAR ASS'Y REVEALED THAT THEY HAD SEPARATED FROM EACH OTHER. A METALLURGICAL EXAM REVEALED THAT 8 OF THE 12 BOLTS WHICH SECURED THE ROTATING STAR INNER RACE TO THE ASS'Y HAD FAILED IN FATIGUE; THE OTHER 4 BOLTS WERE MISSING. THERE WAS EXTENSIVE DAMAGE TO THE BELLY, TAIL CONE & PYLON.

```
                                   Brief of Accident (Continued)

     File No. - 1174      4/20/85   GULF OF MEXICO,          A/C Reg. No. N65526            Time (Lcl) - UNK/NR
---------------------------------------------------------------------------------------------------------------

Occurrence #1         AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation    UNKNOWN

Finding(s)
  1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
  2. ROTORCRAFT FLIGHT CONTROL,SWASHPLATE ASSEMBLY - FATIGUE
  3. ROTORCRAFT FLIGHT CONTROL,SWASHPLATE ASSEMBLY - DISCONNECTED
  4. ROTORCRAFT FLIGHT CONTROL,CYCLIC CONTROL - INOPERATIVE
  5. ROTORCRAFT FLIGHT CONTROL,COLLECTIVE CONTROL - INOPERATIVE
---------------------------------------------------------------------------------------------------------------

Occurrence #2         LOSS OF CONTROL - IN FLIGHT
Phase of Operation    UNKNOWN
---------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    UNKNOWN

Finding(s)
  6. TERRAIN CONDITION - WATER,ROUGH
---------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3
```

```
                          National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident
    File No. - 1118       5/08/85   MISSING ACFT.            A/C Reg. No. N9465M          Time (Lcl) - UNK/NR
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                   DESTROYED                 Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                        Fire              Crew       1        0          0         0
      Flight Conducted Under     -14 CFR 91                        UNK/NR           Pass       0        0          0         0
      Accident Occurred During   -UNKNOWN
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 210K                  Eng Make/Model - CONTINENTAL IO-520-L     ELT Installed/Activated - UNK/NR
      Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    3400                      Engine Type     - RECIP-FUEL INJECTED
      No. of Seats   -       6                      Rated Power     -      300 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                          MIAMI,FL
        Completeness   - N/A                       Destination                             Airport Data
      Basic Weather    - UNK/NR                       PORT-AU-PRINCE
        Wind Dir/Speed- UNK/NR                                                               Runway Ident    - N/A
        Visibility     - UNK/NR                   ATC/Airspace                               Runway Lth/Wid  - N/A
        Lowest Sky/Clouds  -     UNK/NR             Type of Flight Plan - VFR                Runway Surface  - N/A
        Lowest Ceiling         - UNK/NR             Type of Clearance    - NONE              Runway Status   - N/A
        Obstructions to Vision- UNK/NR              Type Apch/Lndg       - NONE
        Precipitation          - UNK/NR
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                         Age - UNK/NR            Medical Certificate - UNK/NR
       Certificate(s)/Rating(s)               Biennial Flight Review              Flight Time (Hours)
          UNK/NR                                 Current        - UNK/NR     Total       - UNK/NR          Last 24 Hrs - UNK/NR
                                                 Months Since   - UNK/NR     Make/Model- UNK/NR            Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR      Instrument- UNK/NR            Last 90 Days- UNK/NR
                                                                             Multi-Eng - UNK/NR            Rotorcraft   - UNK/NR

          Instrument Rating(s)  - UNK/NR
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT DEPARTED MIAMI, FL, AT ABOUT 0700 EDT ON A FLT TO PORT-AU-PRINCE, HAITI. IT DID NOT ARRIVE AT ITS DESTINATION
OR RETURN TO MIAMI. THE ACFT WAS NOT FOUND & WAS PRESUMED TO HAVE BEEN DESTROYED. ALSO, THE PLT WAS NOT FOUND &
WAS PRESUMED TO HAVE BEEN FATALLY INJURED. SATELLITE PHOTOS OF THE PROPOSED ROUTE SHOWED NO SIGNIFICANT WX. THE
ACFT HAD BEEN SOLD TO A NEW OWNER WHO RESIDED IN HAITI. THE PLT'S NATIONALITY & AIRMAN/MEDICAL CERTIFICATION COULD
NOT BE VERIFIED BY FAA RECORDS.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1118   5/08/55   MISSING ACFT,   A/C Reg. No. N9465M   Time (Lcl) - UNK/NR

Occurrence   MISSING AIRCRAFT
Phase of Operation   UNKNOWN

Finding(s)
  1. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

BEST COPY AVAILABLE

```
                    National Transportation Safety Board
                          Washington, D.C. 20594

                            Brief of Accident

   File No. - 1008     3/12/88    TOLEDO,OH            A/C Reg. No. N7241P          Time (Lcl) - 2008 EST

 Basic Information
   Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage              Injuries
                                                            DESTROYED          Fatal  Serious  Minor   None
   Type of Operation         :PERSONAL                     Fire       Crew      1       0       0       0
   Flight Conducted Under    :14 CFR 91                     NONE       Pass      0       0       0       0
   Accident Occurred During  :DESCENT

 Aircraft Information
   Make/Model    : PIPER PA-24              Eng Make/Model : LYCOMING O-540-A1A5      ELT Installed/Activated : YES/YES
   Landing Gear  : TRICYCLE-RETRACTABLE     Number Engines : 1                           Stall Warning System : YES
   Max Gross Wt  :    2800                  Engine Type    : RECIPROCATING-CARBURETOR
   No. of Seats  :    4                     Rated Power    :    250 HP

 Environment/Operations Information
   Weather Data                           Itinerary                              Airport Proximity
     Wx Briefing     : NO RECORD OF BRIEFING    Last Departure Point               OFF AIRPORT/STRIP
       Method        : N/A                        TOLEDO,OH
       Completeness  : N/A                    Destination                        Airport Data
     Basic Weather   : VMC                        LOCAL                              TOLEDO EXPRESS
       Wind Dir/Speed: [illegible] KTS                                                  Runway Ident    : N/A
       Visibility    :   10.0   SM           ATC/Airspace                           Runway Lth/Wid  : N/A
       Lowest Sky/Clouds :      SCATTERED      Type of Flight Plan : NONE               Runway Surface  : N/A
       Lowest Ceiling    :                     Type of Clearance   : NONE               Runway Status   : N/A
       Obstructions to Vision: NONE            Type Apch/Lndg      : NONE
       Precipitation     : NONE
       Condition of Light : NIGHT(BRIGHT)

 Personnel Information
   Pilot-In-Command                   Age -    58          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)         Biennial Flight Review              Flight Time (Hours)
       PRIVATE                          Current       - UNK/NR    Total       -   1500        Last 24 Hrs - UNK/NR
       SE LAND                          Months Since  - UNK/NR    Make/Model  - UNK/NR        Last 30 Days- UNK/NR
                                        Aircraft Type - UNK/NR    Instrument  - UNK/NR        Last 90 Days- UNK/NR
                                                                  Multi-Eng   - UNK/NR        Rotorcraft  - UNK/NR

       Instrument Rating(s) - NONE

 Narrative
THE PLT WAS OBSVD TAKING MEDICATION WITHIN 2 HRS BFR FLT. A WITNESS IDENTIFIED 1 PILL AS DARVOCET-N 100, SINCE SHE TOOK
THE SAME MEDICATION. WHEN THE PLT STARTED THE ENG, IT WENT TO A VERY HI RPM, AS IF THE THROTTLE WAS TOO FAR OPEN. WHILE
TAXIING TO TAKEOFF, THE ACFT NEARLY HIT A PARKED ACFT, WENT OFF THE TAXIWAY & CAME ALARMINGLY CLOSE TO A TRACTOR. ON A
LOCAL FLT TO A NEARBY ARPT AT NGT, THE PLT'S SPEECH WAS SLURRED & ERRATIC, & HE COULD NOT FIND THE DESTN ARPT. TWR PSNL
AT THE DESTN ARPT IDENTIFIED THE ACFT BY USING THEIR BRITE RADAR & COULD CLEARLY SEE THE ACFT LGTS. THEY TRIED TO VECTOR
THE ACFT TO THE ARPT, BUT THE PLT DID NOT FLW DRCTNS. SUBSEQUENTLY, THE ACFT IMPACTED THE GND NEAR THE EDGE OF A FLOODED
FIELD, WHILE DSCNDG WITH THE GEAR EXTENDED, APRX 8 MI SW OF THE ARPT. AN UNIDENTIFIED BARBITUATE WAS FND IN THE PLT'S
GASTRIC CONTENTS. HIS DOCTOR HAD PRESCRIBED TALWIN & DARVOCET-N 100 FOR BACK PAIN. THE MEDICINE COULD HAVE CAUSED DIS-
ORIENTATION & DROWSINESS. TOX CHK OF HIS BLOOD WAS NEG FOR DRUGS, ALCOHOL & CARBON MONOXIDE. INSUF URINE FOR DRUG CHK.
```

Brief of Accident (Continued)

File No. - [illegible]   3/12/85   TOLEDO,OH   A/C Reg. No. N7241P   Time (Lcl) - 2008 EST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND
2.   PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
3. LIGHT CONDITION - NIGHT
4.   BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5.   IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7.   IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
8. DESCENT - INADVERTENT -

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT

----- Probable Cause -----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1095 4/26/85 LIMA,OH A/C Reg. No. N5544D Time (Lcl) - 2120 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - BEECH H35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary
Last Departure Point
PEWEE VALLEY,KY
Destination
GROSSE ILE,MI

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 46
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - BE-H35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1616
Make/Model- 1616
Instrument- 190
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WAS FLYING THE ACFT BACK TO THE HOME ARPT FOLLOWING AN ANNUAL INSPECTION WHEN HE NOTICED THE OIL PRESSURE WAS FALLING TO ZERO. APRX 3 MIN LATER, THE ENG SEIZED. SUBSEQUENTLY, AN EMERG GEAR-UP LANDING WAS MADE IN A FARM FIELD. AN EXAM REVEALED THE OIL PRESSURE LINE HAD FRACTURED AT THE FLARED END WHERE IT WAS CONNECTED TO A 90 DEG FITTING ON THE CRANKCASE. A METALLURGICAL EXAM REVEALED THE BREAK OCCURRED FROM OVERLOAD. AN INSPN OF THE ACFT ALSO REVEALED OTHER DISCREPANCIES. WIRES FROM THE OVER VOLTAGE RELAY'S FLD TERMINAL & THE ALTENATOR FLD TERMINAL WERE MIS-ROUTED WHICH ALLOWED THE REGULATOR TO BE UNREGULATED. ALSO, AN ALLIGATOR CLIP WAS FOUND CONNECTED TO THE WIRING.

Brief of Accident (Continued)

File No. - 1095 4/26/85 LIMA,OH A/C Reg. No. N5544D Time (Lcl) - 2120 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)
1. MAINTENANCE,ANNUAL INSPECTION - IMPROPER - OTHER MAINTENANCE PSNL
2. LUBRICATING SYSTEM,OIL LINE - OVERLOAD
3. FLUID,OIL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. LIGHT CONDITION - NIGHT
5. WHEELS UP LANDING - PERFORMED -
6. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,6

BEST COPY AVAILABLE

BEST COPY AVAILABLE

```
                          National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1163      7/18/85    YOUNGSTOWN,OH           A/C Reg. No. N51W              Time (Lcl) - 0143 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI            Aircraft Damage                     Injuries
     Name of Carrier            -LAFFAYETTE AVIATION            SUBSTANTIAL                 Fatal    Serious    Minor     None
     Type of Operation          -NON SCHED,DOMESTIC,CARGO     Fire                   Crew     0         0         0         1
     Flight Conducted Under     -14 CFR 135                     ON GROUND            Pass     0         0         0         1
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BEECH E18S                   Eng Make/Model - P&W R-985              ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL RETRACTABLE    Number Engines -  2                        Stall Warning System - YES
     Max Gross Wt   -    9300                      Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                      Rated Power     -      450 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                Airport Proximity
     Wx Briefing      - FSS                        Last Departure Point                     ON AIRPORT
       Method         - IN PERSON                    SAME AS ACC/INC
       Completeness   - UNK/NR                     Destination                          Airport Data
     Basic Weather    - VMC                          DES MOINES,IA                         YOUNGSTOWN
       Wind Dir/Speed- 060/007 KTS                                                         Runway Ident      - 32
       Visibility     -     10.0    SM           ATC/Airspace                              Runway Lth/Wid    -  7492/  100
       Lowest Sky/Clouds  -      CLEAR             Type of Flight Plan - NONE              Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE              Type of Clearance    - NONE             Runway Status     - DRY
       Obstructions to Vision- NONE                Type Apch/Lndg       - PRECAUTIONARY LANDING
       Precipitation           - NONE
       Condition of Light      - NIGHT(DARK)
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      22              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                    Flight Time (Hours)
         COMMERCIAL                                 Current         - YES      Total        -    2055         Last 24 Hrs -        5
         SE LAND,ME LAND                            Months Since   -  1        Make/Model-       416          Last 30 Days- UNK/NR
                                                    Aircraft Type - BE-18      Instrument-       260          Last 90 Days-      238
                                                                               Multi-Eng -       949

         Instrument Rating(s)   - AIRPLANE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING INITIAL CLIMB, THE PLT NOTED A VIBRATION. HE WAS UNABLE TO IDENTIFY THE SOURCE & ELECTED TO LAND GEAR UP
ON THE REMAINING RWY. AN EXAM OF THE ACFT REVEALED THAT THE STICK SHAKER SYS HAD BEEN ACTIVATED BY AN ELECTRICAL
PROBLEM IN THE LEFT ENG NACELLE AREA. THE EXACT CAUSE OF THE ELECTRICAL PROBLEM COULD NOT BE DETERMINED DUE TO A
GROUND FIRE THAT OCCURRED IN THAT AREA.

------------------------------------------------------------------------------------------------------------------
```

File No. - 1163 7/18/85 YOUNGSTOWN,OH A/C Reg. No. N51W Time (Lcl) - 0143 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. WARNING SYSTEM(OTHER) - FALSE INDICATION
2. FLIGHT CONTROL SYSTEM - VIBRATION
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1084       7/28/85    WAYNESVILLE,OH             A/C Reg. No. N[illegible]56V            Time (Lcl) - 1645 EDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                SUBSTANTIAL               Fatal    Serious    Minor     None
    Type of Operation          -TEST FLT                       Fire               Crew      0         0         0         1
    Flight Conducted Under     -14 CFR 91                       NONE              Pass      0         0         0         0
    Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - STINSON L-5                  Eng Make/Model - LYCOMING O-435-C         ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED          Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2250                      Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       4                      Rated Power    -     260 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                    Itinerary                                  Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method          - N/A                           SAME AS ACC/INC
      Completeness    - N/A                        Destination                             Airport Data
    Basic Weather     - VMC                           LOCAL                                    WAYNESVILLE
      Wind Dir/Speed- 110/003 KTS                                                              Runway Ident     - 09
      Visibility      -    15.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  2600/  150
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
      Lowest Ceiling        - NONE                  Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE                                        FORCED LANDING
      Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                           Age -      56          Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                 Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL,CFI                            Current        - YES      Total        -   4360        Last 24 Hrs -       0
        SE LAND,ME LAND                           Months Since   - 23       Make/Model-        28        Last 30 Days- UNK/NR
        GLIDER                                    Aircraft Type - UNK/NR    Instrument-       236        Last 90 Days-      25
                                                                            Multi-Eng -         9

        Instrument Rating(s)  - AIRPLANE
---------------------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE PLT TOOK OFF ON A TEST FLT TO CHECK THE ENG AFTER IT HAD BEEN INSPECTED & THE CARBURETOR HAD BEEN OVERHAULED. HE MADE A GROUND CHECK & FULL ENG RUN-UP BEFORE TAKING OFF. INTENDING TO STAY IN A CLOSED TRAFFIC PATTERN, HE TOOK OFF, MADE A NORMAL CLIMB IN THE TRAFFIC PATTERN, THEN TURNED ONTO A DOWNWIND. WHILE ON DOWNWIND, THE ENG SPUTTERED. THE PLT SWITCHED FUEL TANKS & PUMPED THE THROTTLE, & THE ENG RESTARTED, BUT A FEW SECONDS LATER, IT LOST POWER AGAIN. WHILE ATTEMPTING TO RETURN TO THE RWY, THE PLT MADE A 360 DEG TURN TO AVOID A GLIDER & TO LOSE ALT. HE STATED THAT DURING THE MANEUVER, HE LOST SIGHT OF THE GLIDER, & WHILE TRYING TO RELOCATE IT, HE LOST TOO MUCH ALT. SUBSEQUENTLY, THE ACFT CRASH LANDED IN TREES ABOUT 50 FEET SHORT OF THE RWY. AN EXAM REVEALED THAT THE CARBURETOR FLOAT HAD BEEN ADJUSTED FOR 0.25" OF TRAVEL. THE MINIMUM TRAVEL PER INSTALLATION INSTRUCTIONS SHOULD HAVE BEEN 0.50".

Brief of Accident (Continued)

File No. - 1084 7/28/85 WAYNESVILLE,OH A/C Reg. No. N1156V Time (Lcl) - 1645 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. FUEL SYSTEM,CARBURETOR - INCORRECT
2. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
3. MANEUVER - PERFORMED -

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1187   2/27/85   BETHANY,OK   A/C Reg. No. N3071   Time (Lcl) - 1515 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - HOVER

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - ROTORWAY AIRCRAFT EXEC
Landing Gear - SKID
Max Gross Wt - 1300
No. of Seats - 2
Eng Make/Model - ROTORWAY RW-145
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP
ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
WILEY POST
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 34
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total -	1103	Last 24 Hrs -	UNK/NR
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	5
Multi-Eng -	109	Rotorcraft -	10

Instrument Rating(s) - NONE

----Narrative----

THE OWNER/BUILDER HAD A SINGLE ENGINE, MULTI-ENGINE, LAND RATING, BUT DID NOT HAVE A HELICOPTER RATING. WHILE PRACTICING HOVER FLT IN HIS EXPERIMENTAL HELICOPTER, HE UNEXPECTEDLY ALLOWED THE HELICOPTER TO REACH A HIGHER THAN NORMAL ALT. HE ATTEMPTED TO CORRECT THE SITUATION, BUT THE HELICOPTER CONTACTED THE GROUND IN A RIGHT BANK ATTITUDE WHILE IN A SIDE SLIP, THEN ROLLED OVER.

Brief of Accident (Continued)

File No. - 1187   2/27/85   BETHANY,OK   A/C Reg. No. N3071   Time (Lcl) - 1515 CST

Occurrence #1   ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation   HOVER

Finding(s)
1. PROPER ALTITUDE - EXCEEDED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   HOVER

Finding(s)
4. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #3   ROLL OVER
Phase of Operation   HOVER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1022 4/22/85 SALLISAW,OK A/C Reg. No. N3550N Time (Lcl) - 1658 CST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
IN FLIGHT

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-31-350
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 7000
No. of Seats - 8

Eng Make/Model - LYCOMING TIO-540-J2BD
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 350 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 090/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 9000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
TULSA,OK
Destination
MOBILE,AL

ATC/Airspace
Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total -	3730	Last 24 Hrs -	2
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	440	Last 90 Days-	49
Multi-Eng -	1600		

Instrument Rating(s) - AIRPLANE

----Narrative----

AN ANNUAL INSPN HAD JUST BEEN COMPLETED (4/22/85) & EACH ENG HAD ABOUT 1 HR OF FLT TIME. THE PLT STATED THAT HE TOOK OFF & CLIMBED TO CRUISE AT 9000 FT, THEN CLOSED THE COWL FLAPS & SET THE FUEL SETTINGS FOR 75% POWER. WHILE EN ROUTE, HE NOTED OIL TRAILING FROM THE L ENG OIL ACCESS DOOR, BUT THE L OIL PRESSURE WAS IN THE NORMAL RANGE. HE THROTTLED BACK THE LEFT ENG & REQUESTED VECTORS TO THE NEAREST ARPT. THE PLT RPRTD THAT WHILE DIVERTING, HE SAW FIRE COMING FROM THE AFT END OF THE R ENG COMPARTMENT. THE PLT SHUT DOWN THE R ENG, DECLARED AN EMERG & SUBSEQUENTLY MADE AN EMERG/GEAR UP LANDING IN A WET FIELD. DRG AN APCH OVER TREES TO LAND, HE HAD TO MANEUVER TO AVOID POWER LINES. TEARDOWNS OF BOTH ENGS REVEALED MELTING ON THE EDGE & TOP OF SVRL PISTONS. ONE ENG HAD MELTING IN THE HEAD OF 1 CYLINDER & ITS EXHAUST VLV SEAT WAS DAMAGED. NO MAINTENANCE OR PRE-ACDNT DISCREPANCIES WERE FND THAT WOULD HAVE RESULTED IN PRE-IGNITION OR DETONATION. THERE WAS EVIDENCE THE RPRTD FIRE WAS ACTUALLY OIL BEING USED & IGNITED BY THE TURBO-CHARGERS.

Brief of Accident (Continued)

File No. - 1022   4/22/85   SALLISAW,OK   A/C Reg. No. N3550N   Time (Lcl) - 1650 CST

Occurrence #1   LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation   CRUISE - NORMAL

Finding(s)

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. ENGINE ASSEMBLY,PISTON - OVERTEMPERATURE
3. ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - EMERGENCY

Occurrence #3   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WEATHER CONDITION - CLOUDS
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. MANEUVER - PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - SOFT
8. TERRAIN CONDITION - WET
9. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1056        5/26/85    SELMA,OR                        A/C Reg. No. N2276Y            Time (Lcl) - 0920 PDT
-----------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)            Aircraft Damage                      Injuries
                                                                   DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation          -CAP SEARCH                        Fire                  Crew    3        0         0        0
     Flight Conducted Under     -14 CFR 91                          NONE                 Pass    0        0         0        0
     Accident Occurred During   -MANEUVERING
-----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 177                Eng Make/Model  - LYCOMING O-360-A2A       ELT Installed/Activated - NO -N/A
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -   2350                    Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -      4                    Rated Power     -     180 HP
-----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                     Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                          OFF AIRPORT/STRIP
       Method         - N/A                        GRANTS PASS,OR
       Completeness   - N/A                     Destination                                 Airport Data
     Basic Weather    - VMC                        LOCAL
       Wind Dir/Speed- VARIABLE                                                                Runway Ident     - N/A
       Visibility     -    15.0   SM           ATC/Airspace                                    Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -       4800 FT .      Type of Flight Plan - COMPANY (VFR)           Runway Surface   - N/A
       Lowest Ceiling         -   8500 FT BROKEN  Type of Clearance    - NONE                  Runway Status    - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg       - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     46            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
        PRIVATE                                  Current        - YES       Total      -     300        Last 24 Hrs -       1
        SE LAND                                  Months Since   - 21        Make/Model-      150        Last 30 Days-       5
                                                 Aircraft Type  - C-177     Instrument-       33        Last 90 Days-      11


       Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS ON A CAP SEARCH MISSION WITH A PLT & 2 OBSERVERS ON BOARD. WHILE SEARCHING, THE PLT WAS FLYING
RELATIVELY LOW & SLOW OVER WOODED, MOUNTAINOUS TERRAIN. A WITNESS OBSERVED THE ACFT ENTER A BOWL OR BOX CANYON
TYPE AREA AT OR BELOW HIS EYE LEVEL. THE TERRAIN IN THIS AREA ROSE TO THE EAST, NORTH & WEST. REPORTEDLY, THE ACFT
ENTERED THE AREA FROM THE SOUTH, THEN BEGAN A 180 DEG TURN, BUT COLLIDED WITH TREES BEFORE THE PLT WAS ABLE TO  EXIT.
THE ELEVATION OF THE CRASH SITE WAS APRX 1600 FT. NO PREIMPACT MECHANICAL PROBLEMS WERE FOUND THAT WOULD HAVE
CONTRIBUTED TO THE ACCIDENT.
```

File No. - 1056 5/26/85 SELMA,OR A/C Reg. No. N2276Y Time (Lcl) - 0920 PDT

Occurrence IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - RISING
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. OBJECT - TREE(S)
8. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1088        6/13/85    WARM SPRINGS,OR             A/C Reg. No. N4732              Time (Lcl) - 2151 PDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -FERRY                          Fire                 Crew     0        1        0        0
     Flight Conducted Under     -14 CFR 91                       NONE                Pass     0        0        0        0
     Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HILLER UH-12C                 Eng Make/Model - FRANKLIN 6V4-178-B335    ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                          Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2400                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                       Rated Power    -     178 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                            Airport Data
     Basic Weather    - VMC                          MADRAS,OR
       Wind Dir/Speed- CALM                                                                 Runway Ident      - N/A
       Visibility     -    60.0   SM             ATC/Airspace                               Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -     CLEAR              Type of Flight Plan - NONE               Runway Surface    - N/A
       Lowest Ceiling          - NONE              Type of Clearance   - NONE               Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DUSK
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      24         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
         COMMERCIAL                            Current        - YES      Total       -    342      Last 24 Hrs -       2
         SE LAND                               Months Since   -  2       Make/Model-        3      Last 30 Days-      23
         HELICOPTER                            Aircraft Type  - R22      Instrument-        5      Last 90 Days-      53
                                                                                               Rotorcraft  -      83

         Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A FLT FROM MADRAS, OR TO WALLA WALLA, WA, A LOSS OF ENG POWER OCCURRED DUE TO A FUEL FLOW PROBLEM & THE PLT
MADE A SUCCESSFUL AUTOROTATION NEAR WARM SPRINGS, OR. A COMPANY MECHANIC WAS DISPATCHED TO THE HELICOPTER & HE REPAIRED
A LOOSE FUEL LINE FITTING. LATE THAT EVENING, THE PLT STARTED & RAN THE ENG FOR ABOUT 10 MIN. HE THEN HOVERED FOR 4
TO 5 MIN BEFORE STARTING HIS DEPARTURE. THE PLT REPORTED THAT DURING DEPARTURE, THE ENG BEGAN LOSING RPM AT ABOUT
40 FT AGL. HE ATTEMPTED TO RESTORE POWER, BUT WAS UNABLE. SUBSEQUENTLY, THE HELICOPTER IMPACTED ON ITS SKID LANDING
GEAR & TAIL SKID, THEN CAME TO REST ON ITS LEFT SIDE ABOUT 60 FT FROM THE IMPACT POINT. AN EXAM OF THE FUEL SYSTEM
REVEALED THAT THE FUEL STRAINER, KOE/K22508-2, WAS LOOSE AT BOTH ENGS OF THE GLASS & COULD BE TURNED WITH SLIGHT
PRESSURE. THE BOLT AT THE BOTTOM OF THE LOWER PIECE WAS NOT SAFETY WIRED & WAS LOOSE.

-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1088   6/13/85   WARM SPRINGS,OR   A/C Reg. No. N4732   Time (Lcl) - 2151 PDT

Occurrence #1   LOSS OF POWER
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FUEL SYSTEM,STRAINER - LOOSE
2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
3. FLUID,FUEL - STARVATION

Occurrence #2   FORCED LANDING
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3   HARD LANDING
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
5. LIGHT CONDITION - NIGHT

Occurrence #4   ROLL OVER
Phase of Operation   LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1061       6/14/85    ONTARIO,OR                 A/C Reg. No. N5652W          Time (Lcl) - 1700 PDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                               SUBSTANTIAL               Fatal   Serious   Minor   None
    Type of Operation        -PERSONAL                        Fire              Crew      0        0        0       1
    Flight Conducted Under   -14 CFR 91                        NONE             Pass      0        0        0       1
    Accident Occurred During -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - MAULE M-5-180C            Eng Make/Model - LYCOMING O-360-C1F      ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                        Stall Warning System - YES
    Max Gross Wt   -    2300                   Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power    -     180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                              Airport Proximity
    Wx Briefing      - FSS                      Last Departure Point                   ON AIRPORT
      Method         - UNK/NR                     CALDWELL,ID
      Completeness   - UNK/NR                  Destination                           Airport Data
    Basic Weather    - VMC                        SAME AS ACC/INC                      ONTARIO
      Wind Dir/Speed- 360/010 KTS                                                      Runway Ident     - 32
      Visibility     -    25.0   SM           ATC/Airspace                             Runway Lth/Wid   -  4531/  150
      Lowest Sky/Clouds  -     6000 FT SCATTERED  Type of Flight Plan - NONE            Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE             Type of Clearance    - NONE             Runway Status    - DRY
      Obstructions to Vision- NONE              Type Apch/Lndg       - FULL STOP
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      43         Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
       PRIVATE                                 Current        - YES       Total       -   2209        Last 24 Hrs -      3
       SE LAND                                 Months Since   - 12        Make/Model-     160         Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR    Instrument-      33         Last 90 Days-     15

       Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT WHEN HE LANDED, THE WIND WAS GUSTING TO 25 KTS. HE STATED THAT WHEN THE ACFT TOUCHED DOWN, IT
ENCOUNTERED A WHIRLWIND THAT LIFTED THE TAIL. SUBSEQUENTLY, THE ACFT NOSED OVER & WAS DAMAGED. ACCORDING TO THE
1700 PDT WX OBSERVATION AT ONTARIO, THE WIND WAS FROM 360 DEG AT 10 KTS.
-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1061 6/14/85 ONTARIO,OR A/C Reg. No. N5652W Time (Lcl) - 1700 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                   Brief of Accident

    File No. - 1103      6/22/85    IMBLER,OR               A/C Reg. No. N6987X          Time (Lcl) - 1545 PDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                    Injuries
                                                                SUBSTANTIAL               Fatal   Serious   Minor     None
    Type of Operation         -PERSONAL                        Fire                Crew     0        0        0         1
    Flight Conducted Under    -14 CFR 91                        NONE               Pass     0        0        0         1
    Accident Occurred During  -TAKEOFF
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 172B              Eng Make/Model  - CONTINENTAL O-300-D      ELT Installed/Activated - UNK/NR
    Landing Gear    - TRICYCLE-FIXED           Number Engines  -  1                          Stall Warning System - YES
    Max Gross Wt    -   2100                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -      4                   Rated Power     -     145 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing      - UNK/NR                    Last Departure Point                      OFF AIRPORT/STRIP
      Method         - UNK/NR                      SAME AS ACC/INC
      Completeness   - UNK/NR                   Destination                            Airport Data
    Basic Weather    - VMC                         CLEAR LAKE,CA
      Wind Dir/Speed- 060/005 KTS                                                        Runway Ident      - N/A
      Visibility     -   40.0   SM             ATC/Airspace                                Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                Runway Surface    - N/A
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status     - N/A
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     37           Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)              Biennial Flight Review              Flight Time (Hours)
        PRIVATE                               Current        - UNK/NR     Total       - UNK/NR       Last 24 Hrs - UNK/NR
        SE LAND                               Months Since   - UNK/NR     Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR     Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                          Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
DURING TAKEOFF FROM A FIELD (OFF ARPT), THE ACFT FAILED TO CLEAR A FENCE. THE PILOT THEN ATTEMPTED TO ABORT THE
TAKEOFF, BUT THE ACFT HIT A BALE OF HAY & NOSED OVER. THE PLT'S LAST MEDICAL CERTIFICATE WAS DATED 9/2/82.

---------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1103 6/22/85 IMBLER,OR A/C Reg. No. N6987X Time (Lcl) - 1545 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - FENCE
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
4. ABORTED TAKEOFF

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1038      3/23/85    FAIRFIELD,PA            A/C Reg. No. N97700           Time (Lcl) - 0930 EST
-----------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)   Aircraft Damage                       Injuries
                                                          SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                  Fire                  Crew     0        0        0       1
    Flight Conducted Under     -14 CFR 91                  NONE                 Pass     0        0        1       0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - CESSNA 182          Eng Make/Model - CONTINENTAL O-470-U      ELT Installed/Activated - YES/YES
    Landing Gear    - TRICYCLE-FIXED      Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt    -   2950              Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats    -      4              Rated Power    -     230 HP
-----------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                           Itinerary                              Airport Proximity
    Wx Briefing      - FSS                 Last Departure Point                   OFF AIRPORT/STRIP
      Method         - TELEPHONE             FACTORYVILLE,PA
      Completeness   - FULL               Destination                           Airport Data
    Basic Weather    - IMC                   GREENSBORO,NC
      Wind Dir/Speed- 360/009 KTS                                                 Runway Ident     - N/A
      Visibility     -   2.000 SM        ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -    PART OBS     Type of Flight Plan - IFR              Runway Surface   - N/A
      Lowest Ceiling      -    400 FT BROKEN  Type of Clearance  - IFR            Runway Status    - N/A
      Obstructions to Vision- FOG          Type Apch/Lndg      - FORCED LANDING
      Precipitation       - RAIN
      Condition of Light  - DAYLIGHT
-----------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -    57          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review           Flight Time (Hours)
        PRIVATE                          Current       - YES     Total       -   842     Last 24 Hrs -     0
        SE LAND                          Months Since  - UNK/NR  Make/Model-     750     Last 30 Days- UNK/NR
                                         Aircraft Type - UNK/NR  Instrument-      93     Last 90 Days-    16


        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------
----Narrative----
```

DURING FLT, THE ACFT HAD AN ELECTRICAL PROBLEM WHILE FLYING IN INSTRUMENT (IFR) CONDITIONS. THE PLT REPORTED THAT ONLY THE ALTIMETER, AIRSPEED INDICATOR & MAG COMPASS WERE OPERATING. HE BECAME SPATIALLY DISORIENTED & THE ACFT ENTERED SEVERAL DIVES & AT LEAST 1 SPIN. SUBSEQUENTLY, THE ACFT DESCENDED BELOW THE CLOUDS IN A VALLEY WHERE THE PLT COULD MAINTAIN VISUAL REFERENCES. THE PLT THEN MADE AN EMERGENCY LANDING ON ROUGH/UPHILL TERRAIN WHERE THE ACFT WAS DAMAGED. THE PLT SAID THE SURROUNDING HILLS WERE COVERED WITH CLOUDS. ALSO, HE SAID THAT THE VACUUM PUMP, TURN & BANK INDICATOR, ATTITUDE INDICATOR & STALL WARNING SYS BECAME INOP OR MALFUNCTIONED WHILE HE WAS IN IFR CONDITIONS.

Brief of Accident (Continued)

File No. - 1038   3/23/85   FAIRFIELD,PA   A/C Reg. No. N97700   Time (Lcl) - 0930 EST

Occurrence #1   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. ELECTRICAL SYSTEM - FAILURE,PARTIAL
2. VACUUM SYSTEM - INOPERATIVE
3 FLIGHT/NAV INSTRUMENTS,ATTITUDE INDICATOR - INOPERATIVE
4. FLIGHT/NAV INSTRUMENTS,TURN AND BANK - INOPERATIVE
5. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - INOPERATIVE

Occurrence #2   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)
6. WEATHER CONDITION - CLOUDS
7. AIRCRAFT HANDLING - NOT POSSIBLE -
8. DESCENT - INADVERTENT -
9. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #3   FORCED LANDING
Phase of Operation   LANDING

Finding(s)
10. WEATHER CONDITION - LOW CEILING
11. WEATHER CONDITION - FOG
12. WEATHER CONDITION - RAIN
13. TERRAIN CONDITION - MOUNTAINOUS/HILLY
14. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   LANDING - FLARE/TOUCHDOWN
15. TERRAIN CONDITION - UPHILL
16. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 6,10,11,12,13,14,15,16

```
                                         Brief of Accident

     File No. - 1111       5/03/85    ERIE,PA                A/C Reg. No. N6114M           Time (Lcl) - 1930 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                 Fatal    Serious    Minor    None
     Type of Operation          -INSTRUCTIONAL                 Fire                  Crew     0         0         2        0
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0         0         0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STINSON 108-3               Eng Make/Model - FRANKLIN 6A4-165-B3      ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2200                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                     Rated Power     -      165 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        OFF AIRPORT/STRIP
       Method         - N/A                          SAME AS ACC/INC
       Completeness   - N/A                       Destination                               Airport Data
     Basic Weather    - VMC                          LOCAL                                     MOORHEAD
       Wind Dir/Speed- 030/012 KTS                                                             Runway Ident     - 03
       Visibility     -    10.0   SM              ATC/Airspace                                 Runway Lth/Wid   -   1665/  140
       Lowest Sky/Clouds  -      CLEAR              Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - TOUCH AND GO
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     78          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                 Flight Time (Hours)
         COMMERCIAL,CFI                          Current       - UNK/NR    Total      -  15427      Last 24 Hrs -       0
         SE LAND                                 Months Since  - UNK/NR    Make/Model-  15427      Last 30 Days- UNK/NR
                                                 Aircraft Type - UNK/NR    Instrument-    434      Last 90 Days-      30


         Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE HE WAS INSTRUCTING THE STUDENT ON TAKEOFFS & LANDING, THE ENG LOST
POWER DUE TO INSUFFICIENT FUEL. REPORTEDLY, THE ENG LOST POWER SHORTLY AFTER TAKEOFF & THE AIRCREW HAD TO TURN
TO AVOID HIGH TENSION WIRES DURING AN EMERGENCY LANDING. SUBSEQUENTLY, THE ACFT STALLED WHILE IT WAS ABOUT 30 FT
OFF THE GROUND & THE LANDING GEAR & FUSELAGE WERE DAMAGED DURING TOUCHDOWN. THE CFI REPORTED THAT THE FUEL GAGES
WERE PROVIDING A FAULTY INDICATION WHEN THE ENG LOST POWER.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1411 5/03/85 ERIE,PA A/C Reg. No. N6144M Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE -
2. ENGINE INSTRUMENTS,FUEL FLOW GAGE - FALSE INDICATION
3. FUEL SUPPLY - MISJUDGED -
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)
8. AIRSPEED - INADEQUATE -
9. STALL/MUSH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

```
                         National Transportation Safety Board
                              Washington, D.C. 20594



                                  Brief of Accident

  File No. - 1045       5/08/85     LATROBE,PA              A/C Reg. No. N4034N              Time (Lcl) - 1825 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL                Fatal    Serious    Minor     None
    Type of Operation           -PERSONAL                        Fire               Crew      0         0         0         1
    Flight Conducted Under      -14 CFR 91                       NONE               Pass      0         0         0         0
    Accident Occurred During    -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 140                Eng Make/Model - CONTINENTAL C-85-12       ELT Installed/Activated - NO -N/A
    Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                          Stall Warning System    YES
    Max Gross Wt   -     1500                  Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -        2                  Rated Power    -      85 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                        ON AIRPORT
      Method           - N/A                       SAME AS ACC/INC
      Completeness     - N/A                     Destination                               Airport Data
    Basic Weather      - VMC                       LOCAL                                     WESTMORELAND CO.
      Wind Dir/Speed- 310/005 KTS                                                            Runway Ident      - 23
      Visibility     -     15.0    SM          ATC/Airspace                                  Runway Lth/Wid    -  5501/  100
      Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                  Runway Surface    - ASPHALT
      Lowest Ceiling        - NONE               Type of Clearance   - NONE                  Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
      Precipitation         - NONE
      Condition of Light    - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      32             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
       COMMERCIAL                             Current        - YES         Total       -    646         Last 24 Hrs -      0
       SE LAND,ME LAND                        Months Since   -  9          Make/Model-      135         Last 30 Days- UNK/NR
                                              Aircraft Type  - UNK/NR      Instrument-       17         Last 90 Days-     21
                                                                           Multi-Eng  -     182

       Instrument Rating(s)   - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT DURING A LANDING, THE ACFT BEGAN TO SWERVE TO THE RIGHT. AT ABOUT THE TIME HE WAS REGAINING
CONTROL, THE LEFT GEAR SPRING (STRUT), PN 0441138, FAILED. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY & THE LEFT WING
WAS DAMAGED. AN EXAM OF THE STRUT REVEALED THAT IT HAD FAILED WHERE A BOLT HOLE HAD BEEN DRILLED TO INSTALL A STEP.
THERE WAS EVIDENCE OF A PRE-EXISTING CRACK THAT EXTENDED ABOUT 1 INCH ON EACH SIDE OF THE HOLE.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1045 5/08/85 LATROBE,PA A/C Reg. No. N4034N Time (Lcl) - 1825 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
4. LANDING GEAR,MAIN GEAR STRUT - FATIGUE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1169   5/10/85   GLEN CAMPBELL,PA   A/C Reg. No. N736FG   Time (Lcl) - 1225 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

----Aircraft Information----

Make/Model - CESSNA R172K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2500
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-K
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 195 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 240/025 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CLEARFIELD,PA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 56
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 562
Make/Model - 506
Instrument - 8
Last 24 Hrs - 1
Last 30 Days - UNK/NR
Last 90 Days - 1

Instrument Rating(s) - NONE

----Narrative----

DURING FLT, THE PLT FLEW OVER SVRL COAL STRIP MINES AT LOW ALT & AT LOW AIRSPEED. HE HAD THE ACFT TRIMMED FOR 60 KTS & HAD ONE NOTCH OF FLAPS EXTENDED. HE REPORTED THAT AS HE WAS FLYING IN STRAIGHT & LEVEL FLT, THE ACFT SEEMED TO BE DRAWN DOWN INTO A VALLEY. AS HE ADDED POWER, HE HEARD A NOISE AS THE LEFT MAIN GEAR CAME IN CONTACT WITH A DIRT PILE. THE PLT RETURNED TO THE ARPT. DURING THE LANDING, THE ACFT VEERED INTO A SMALL PATCH OF TREES & CAME TO REST. THE PLT REPORTED THAT THE WIND WAS FROM 240 DEG AT 25 GUSTING 30 KTS.

Brief of Accident (Continued)

File No. - 1169   5/10/85   GLEN CAMPBELL,PA   A/C Reg. No. N736FG   Time (Lcl) - 1225 EDT

Occurrence #1   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - GUSTS
5. LOW PASS - PERFORMED - PILOT IN COMMAND
6. WEATHER CONDITION - DOWNDRAFT
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2   AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation   MANEUVERING

Finding(s)
9. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #3   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING

Finding(s)
10. DIRECTIONAL CONTROL - NOT POSSIBLE -
11. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #4   ON GROUND COLLISION WITH OBJECT
Phase of Operation   LANDING

Finding(s)
12. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,8

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1185       5/11/85    TOUGHKENAMON,PA            A/C Reg. No. N2401W           Time (Lcl) - 1200 EDT
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL                 Fire                  Crew      0        0        0        1
    Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
    Accident Occurred During   -MANEUVERING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - SCHWEIZER SGS-1-26B           Eng Make/Model  - N/A               ELT Installed/Activated - NO -N/A
    Landing Gear   - UNK/NR                        Number Engines  - N/A                  Stall Warning System - NO
    Max Gross Wt   -     600                       Engine Type     - N/A
    No. of Seats   -       1                       Rated Power     - N/A
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                       ON AIRPORT
      Method         - N/A                           SAME AS ACC/INC
      Completeness   - N/A                        Destination                              Airport Data
    Basic Weather    - VMC                           LOCAL                                    NEW GARDEN
      Wind Dir/Speed- 180/010 KTS                                                              Runway Ident     - 24
      Visibility     -    10.0   SM               ATC/Airspace                                 Runway Lth/Wid   -  3400/   50
      Lowest Sky/Clouds  -     CLEAR                Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE                 Type of Clearance   - NONE                 Runway Status    - DRY
      Obstructions to Vision- NONE                  Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                               Age - UNK/NR            Medical Certificate - UNK/NR
     Certificate(s)/Rating(s)                     Biennial Flight Review               Flight Time (Hours)
       STUDENT                                        Current        - N/A      Total       -     23        Last 24 Hrs -       0
                                                      Months Since   - N/A      Make/Model-       4        Last 30 Days- UNK/NR
                                                      Aircraft Type  - N/A      Instrument-       0        Last 90 Days-       2


       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
THE GLIDER WAS BEING TOWED FOR TAKEOFF & HAD JUST BECOME AIRBORNE WHEN THE CANOPY CAME OPEN. THE PLT TRIED TO
LATCH THE CANOPY, BUT WAS UNABLE, SO HE RELEASED THE GLIDER FROM THE TOW PLANE. WHILE THE PLT CONTINUED TO TRY
TO LATCH THE CANOPY, THE GLIDER WENT TO THE RIGHT OF THE RWY. HE THEN TURNED BACK TOWARD THE RWY, BUT THE
GLIDER WAS LOW & ITS LEFT WING CONTACTED THE SIDE OF THE RWY.

---------------------------------------------------------------------------------------------------------------------
```

```
      File No. - 1185       5/11/85    TOUGHKENAMON,PA            A/C Reg. No. N2401W             Time (Lcl) - 1200 EDT
------------------------------------------------------------------------------------------------------------------------

Occurrence #1          MISCELLANEOUS/OTHER
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
  2. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OPEN
------------------------------------------------------------------------------------------------------------------------

Occurrence #2          IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation     MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
  3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  5. TERRAIN CONDITION - RUNWAY
  6.   CLEARANCE - MISJUDGED - PILOT IN COMMAND
  7.     IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1108      5/17/85    LATROBE,PA                A/C Reg. No. N66892            Time (Lcl) - 2020 EDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-COMMUTER                      Aircraft Damage                          Injuries
      Name of Carrier          -CUMBERLAND AIRLINES             DESTROYED                     Fatal   Serious   Minor    None
      Type of Operation        -SCHEDULED,DOMESTIC,PASSENGER   Fire                   Crew     0        2        0       0
      Flight Conducted Under   -14 CFR 135                      NONE                  Pass     0        3        2       0
      Accident Occurred During -APPROACH
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - PIPER PA-31-350            Eng Make/Model - LYCOMING TIO-540-J2BD    ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-RETRACTABLE       Number Engines -  2                          Stall Warning System - YES
      Max Gross Wt   -    7000                    Engine Type    - RECIP-FUEL INJECTED
      No. of Seats   -      10                    Rated Power    -     350 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                 Airport Proximity
      Wx Briefing      - COMPANY                   Last Departure Point                      OFF AIRPORT/STRIP
        Method         - TELEPHONE                   PITTSBURGH,PA
        Completeness   - PARTIAL,LMTD BY FCSTR     Destination                             Airport Data
      Basic Weather    - IMC                         SAME AS ACC/INC                         WESTMORELAND COUNTY
        Wind Dir/Speed- 340/018 KTS                                                          Runway Ident     - 23
        Visibility     -     4.000 SM            ATC/Airspace                                Runway Lth/Wid   -  5501/  100
        Lowest Sky/Clouds  -     PART OBS          Type of Flight Plan - IFR                 Runway Surface   - ASPHALT
        Lowest Ceiling     -      800 FT BROKEN    Type of Clearance   - IFR                 Runway Status    - WET
        Obstructions to Vision- FOG                Type Apch/Lndg      - ADF/NDB
        Precipitation      - RAIN SHOWERS
        Condition of Light - DUSK
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -      32             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
          ATP,CFI                               Current         - YES       Total        -   3350      Last 24 Hrs  -      2
          SE LAND,ME LAND                       Months Since    -  6        Make/Model-      280      Last 30 Days- UNK/NR
                                                Aircraft Type - PA-31       Instrument-      505      Last 90 Days       190
                                                                           Multi-Eng -    1155

          Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
DRG AN IFR ARRIVAL, THE ACFT WAS VECTORED FOR AN NDB RWY 23 APCH TO THE WESTMORELAND COUNTY ARPT. AT THE NDB FINAL APCH
FIX (8.1 MI FROM THE RWY), THE CREW TURNED INBOUND & CONTD TO THE ARPT. THEY CONTACTED THE TOWER & REPORTED OVER THE
ILS OUTER MARKER (AN INTERMEDIATE POINT ON THE NDB FINAL APCH, 3.9 MI FROM THE RWY). THE TOWER ISSUED THE LOCAL LANDING
ADVISORIES & CLEARED THE ACFT TO LAND. MOMENTS AFTER THE COPLT ADVISED THE CAPT THAT THEY WERE 15 SEC FROM THE MISSED
APCH PT, THE ACFT COLLIDED WITH TREES. IMPACT OCCURRED 3.8 MI SE OF THE ARPT AT THE MIN DSCNT ALT (MDA) OF 1900 FT MSL.
AN EXAM OF THE ACFT RECORDS INDICATED A RECURRING & CURRENT SQUAWK CONCERNING THE HSI SLAVING SYS. JUST BEFORE BEGINNING
THE APCH, THE LATROBE WIND HAD CHANGED FROM 230 DEG AT 4 KTS (A HEADWIND) TO A STRONG QUARTERING TAIL WIND. DRG ARRIVAL
THE CREW WERE ADVISED THE WIND WAS FROM 340 DEG AT 18 KTS. THEY HAD FIGURED THEIR TIMING TO THE MISSED APCH PT BY USING
A GND SPEED OF 120 KTS. EARLIER THAT DAY, THE SAME CREW & ACFT HAD TERMINATED THE SAME NDB APCH, 1 MI EAST OF THE ARPT.
--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

```
       File No. - 1108       5/17/85     LATROBE,PA                    A/C Reg. No. N66892              Time (Lcl) - 2020 EDT
------------------------------------------------------------------------------------------------------------------------------------

Occurrence #1          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)
  1. FLIGHT/NAV INSTRUMENTS,HORIZ SITUATION IND(HSI) - FAILURE,PARTIAL
  2.   OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
  3. LIGHT CONDITION - DUSK
  4. WEATHER CONDITION - LOW CEILING
  5. WEATHER CONDITION - FOG
  6. WEATHER CONDITION - RAIN
  7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
  8. COMPENSATION FOR WIND CONDITIONS - IMPROPER -
  9. PROPER ALIGNMENT - NOT MAINTAINED -
 10. TERRAIN CONDITION - HIGH TERRAIN
 11. OBJECT - TREE(S)
------------------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2,7

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,10,11
```

BEST COPY AVAILABLE

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1098      8/29/85    DANVILLE,PA            A/C Reg. No. N3319F          Time (Lcl) - 0700 EDT
------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                   Injuries
                                                                 SUBSTANTIAL             Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire             Crew      0        0        1       0
     Flight Conducted Under     -14 CFR 91                       NONE            Pass      0        0        3       1
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 182J                Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED             Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt   -    2800                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                    Rated Power    -     230 HP
------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING    Last Departure Point                     ON AIRPORT
       Method         - N/A                        PALMYRA,PA
       Completeness   - N/A                     Destination                            Airport Data
     Basic Weather    - VMC                        SAME AS ACC/INC                        DANVILLE
       Wind Dir/Speed- 280/005 KTS                                                        Runway Ident     - 27
       Visibility    -     4.000 SM             ATC/Airspace                              Runway Lth/Wid   -  2140/  350
       Lowest Sky/Clouds  -     10000 FT          Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
       Lowest Ceiling       - 10000 FT BROKEN     Type of Clearance   - NONE              Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation        - NONE
       Condition of Light   - DAWN
------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      38            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        PRIVATE                               Current        - YES       Total      -    208        Last 24 Hrs -      0
        SE LAND                               Months Since   - 15        Make/Model-    177        Last 30 Days- UNK/NR
                                              Aircraft Type - UNK/NR     Instrument-      4        Last 90 Days-     34


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------
----Narrative----
DURING AN APCH, THE ACFT WAS CONFIGURED WITH FULL FLAPS & WAS TRIMMED FOR 65 KTS. AT ABOUT 150 FEET FROM THE DESIRED
TOUCHDOWN POINT, THE PLT REDUCED POWER TO LAND. MOMENTARILY AFTER THAT, THE STALL WARNING HORN SOUNDED & THE ACFT
FELL 10 TO 20 FT, IMPACTING THE GROUND APRX 20 TO 30 FT SHORT OF THE RWY. DURING IMPACT, THE NOSE WHEEL WAS TORN
FROM THE ACFT. THE ACFT THEN BOUNCED ONTO THE RWY, SKIDDED ABOUT 100 FT & NOSED OVER. A WITNESS NEAR THE APCH END
OF THE RWY SAID THE ACFT APPEARED TO BE SLOWER THAN NORMAL & IN A NOSE HIGH SLIP. NO SOUND OF ENG POWER WAS HEARD
AS THE ACFT WAS ABOUT TO LAND.

------------------------------------------------------PAGE-292------------------------------------------------------
```

BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 1098 8/29/85 DANVILLE,PA A/C Reg. No. N3319F Time (Lcl) - 0700 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. FLARE - IMPROPER - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1120       1/18/85    LOIZA,PR                   A/C Reg. No. N5736K          Time (Lcl) - 1600 AST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                      Injuries
    Name of Carrier           -OMNI FLIGHT OFFSHORE         SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation         -NON SCHED,DOMESTIC,PASSENGER Fire              Crew       0        0        0        1
    Flight Conducted Under    -14 CFR 135                    NONE             Pass       0        0        0        0
    Accident Occurred During  -MANEUVERING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BELL 206L-1               Eng Make/Model - ALLISON 250-C28B       ELT Installed/Activated - YES/YES
    Landing Gear   - SKID                      Number Engines -  1                          Stall Warning System - NO
    Max Gross Wt   -    4150                   Engine Type    - TURBOSHAFT
    No. of Seats   -       7                   Rated Power    -     435 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                            Itinerary                                Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING   Last Departure Point                  OFF AIRPORT/STRIP
      Method         - N/A                       SAME AS ACC/INC
      Completeness   - N/A                   Destination                          Airport Data
    Basic Weather    - VMC                     UNK/NR                                BEACH HELIPORT
      Wind Dir/Speed- 080/011 KTS                                                    Runway Ident     - N/A
      Visibility     -   20.0   SM         ATC/Airspace                              Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      2500 FT SCATTERED  Type of Flight Plan - NONE        Runway Surface   - N/A
      Lowest Ceiling         - NONE          Type of Clearance   - NONE              Runway Status    - DRY
      Obstructions to Vision- NONE           Type Apch/Lndg      - FORCED LANDING
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                     Age -     43             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)           Biennial Flight Review                Flight Time (Hours)
       COMMERCIAL                         Current        - YES      Total      -   3604      Last 24 Hrs -      2
                                          Months Since   -  2       Make/Model-    861       Last 30 Days- UNK/NR
       HELICOPTER                         Aircraft Type  - 206      Instrument-   1319       Last 90 Days-    173
                                                                                             Rotorcraft   -   3547

       Instrument Rating(s)  - HELICOPTER
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE HELICOPTER PLT HAD JUST DISCHARGED HIS PASSENGERS FOLLOWING A FLT FROM AN OFF-SHORE BARGE TO A BEACH HELIPORT.
WHEN HE LIFTED OFF & STARTED TO CROSS OVER A FENCE, THE ENG LOST PARTIAL POWER. THE PLT TRIED TO AVOID THE OBSTRUCTION,
BUT THE TAIL BOOM HIT THE FENCE & FAILED. THE ACFT THEN HIT THE GROUND & ROLLED OVER. AN ENG TEARDOWN REVEALED THAT
THE COMPRESSOR MOUNT ASSEMBLY, P/N 6898611, HAD FAILED FROM FATIGUE AT 3 PAD POSITIONS. THERE WAS EVIDENCE THAT THE
COMPRESSOR SPLINE ADAPTER THEN FAILED DUE TO MISALIGNMENT. A REVIEW OF THE MAINTENANCE RECORDS SHOWED THAT A MANDATORY
INSPECTION OF THE COMPRESSOR MOUNTS WAS OVERDUE.
```

```
                              Brief of Accident (Continued)

      File No. - 1120      1/18/85    LOIZA,PR                A/C Reg. No. N5736K          Time (Lcl) - 1600 AST
--------------------------------------------------------------------------------------------------------------------

Occurrence #1          LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)
  1. COMPRESSOR ASSEMBLY,CASTING - FATIGUE
  2.   MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
--------------------------------------------------------------------------------------------------------------------

Occurrence #2          FORCED LANDING
Phase of Operation     MANEUVERING - TURN TO LANDING AREA (EMERGENCY)
--------------------------------------------------------------------------------------------------------------------

Occurrence #3          IN FLIGHT COLLISION WITH OBJECT
Phase of Operation     MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)
  3. OBJECT - FENCE
--------------------------------------------------------------------------------------------------------------------

Occurrence #4          ROLL OVER
Phase of Operation     LANDING
--------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3
```

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1196       6/07/85    AIKEN,SC                   A/C Reg. No. N9146F            Time (Lcl) - 1745 EDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-ON-DEMAND AIR TAXI          Aircraft Damage                            Injuries
                                                             SUBSTANTIAL                     Fatal    Serious    Minor      None
     Type of Operation          -BUSINESS                   Fire                    Crew      0         0          0          1
     Flight Conducted Under     -14 CFR 91                   NONE                   Pass      0         0          0          1
     Accident Occurred During   -LANDING
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - HUGHES 369HS               Eng Make/Model - ALLISON 250-C18A        ELT Installed/Activated - NO -N/A
     Landing Gear   - SKID                       Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2550                    Engine Type    - TURBOSHAFT
     No. of Seats   -       5                    Rated Power    -      278 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                  Airport Proximity
     Wx Briefing     - NO RECORD OF BRIEFING      Last Departure Point                       ON AIRPORT
       Method        - N/A                          SALUDA,SC
       Completeness  - N/A                        Destination                              Airport Data
     Basic Weather   - VMC                          SAME AS ACC/INC                          AIKEN MUNI
       Wind Dir/Speed- 180/005 KTS                                                           Runway Ident      - N/A
       Visibility    -    10.0   SM             ATC/Airspace                                 Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE                 Runway Surface    - GRASS/TURF
       Lowest Ceiling          - NONE             Type of Clearance   - NONE                 Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     70            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
        COMMERCIAL,CFI                            Current        - YES      Total       -  11664         Last 24 Hrs -        4
        SE LAND                                   Months Since   -  1       Make/Model-      300         Last 30 Days- UNK/NR
        HELICOPTER                                Aircraft Type - UNK/NR    Instrument- UNK/NR           Last 90 Days-      36
                                                                            Multi-Eng - UNK/NR           Rotorcraft  -    7664

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING A LANDING, THE ENG LOST POWER & THE HELICOPTER TOUCHED DOWN HARD. THE PLT STATED THAT PRIOR TO THE 15 MIN
FLT, THE FUEL GAGE WAS INDICATING 125 LBS OF FUEL & AT THE ACCIDENT SITE IT INDICATED 90 LBS OF FUEL. A POST CRASH
INSPECTION OF THE FUEL SYSTEM REVEALED THAT 3 SUPPORT BRACKETS WERE NOT INSTALLED IN THE FUEL CELL & ONLY A TRACE
OF FUEL WAS REMAINING. THE ABSENCE OF THE BRACKETS PERMITTED THE FUEL CELL TO COLLAPSE AS FUEL WAS CONSUMED &
RESULTED IN ERRONEOUS FUEL GAGE READINGS. THE FUEL LOW CAUTION INDICATOR WAS ALSO FOUND TO BE INOPERATIVE DUE TO
A CANNON PLUG THAT WAS IMPROPERLY WIRED.
```

Brief of Accident (Continued)

File No. - 1196 6/07/85 AIKEN, SC A/C Reg. No. N9146F Time (Lcl) - 1745 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
2. FUEL SYSTEM, TANK - INCORRECT
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION
4. WARNING SYSTEM(OTHER) - INOPERATIVE
5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
6. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
7. FLUID, FUEL - EXHAUSTION
8. FUEL SUPPLY - INADEQUATE -

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1024       7/14/85    LUGOFF,SC                    A/C Reg. No. N8472T          Time (Lcl) - 1815 EDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                               SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation         -OTHER WORK USE                 Fire               Crew     0        0        0        1
    Flight Conducted Under    -14 CFR 91                       NONE               Pass     0        0        0        0
    Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 182C               Eng Make/Model - CONTINENTAL O-470-L      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    2650                   Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                    Rated Power     -      230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                     Itinerary                              Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING        Last Departure Point                   ON AIRSTRIP
      Method          - N/A                            SAME AS ACC/INC
      Completeness    - N/A                          Destination                          Airport Data
    Basic Weather     - VMC                            LOCAL                                LUGOFF PARA-FLITE CENTER
      Wind Dir/Speed- 210/003 KTS                                                           Runway Ident     - 13
      Visibility    -      7.0   SM                ATC/Airspace                             Runway Lth/Wid   -  3000
      Lowest Sky/Clouds  -     3000 FT SCATTERED   Type of Flight Plan - NONE               Runway Surface   - DIRT
      Lowest Ceiling          - 25000 FT OVERCAST  Type of Clearance   - NONE               Runway Status    - DRY
      Obstructions to Vision- NONE                 Type Apch/Lndg      - SIMULATED FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     35             Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
        PRIVATE                                 Current        - YES      Total       -    656        Last 24 Hrs -        3
        SE LAND                                 Months Since   - 14       Make/Model-    152        Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-     48        Last 90 Days-       21

        Instrument Rating(s)  - NONE
-----------------------------------------------------------------------------------------------------------------
```

----Narrative----

THE PLT TRANSPORTED A LOAD OF SKYDIVERS TO ALT & WAS RETURNING TO THE AIRSTRIP. DURING ARRIVAL, HE DECIDED TO PRACTICE A SIMULATED ENG OUT LANDING. WHILE ON AN APCH WITH FULL FLAPS, THE PLT ELECTED TO SLIP THE ACFT. AS HE WAS TRANSITIONING FROM A SIDE SLIP TO A NORMAL LANDING ATTITUDE, THE ACFT SUDDENLY DROPPED, LANDED HARD & BOUNCED. THE PLT REPORTED THAT ON THE 2ND TOUCHDOWN, THE NOSEWHEEL HUB FAILED, THE PROP STRUCK THE RWY & THE NOSE GEAR WAS BENT.

Brief of Accident (Continued)

File No. - 1024 7/14/85 LUGOFF,SC A/C Reg. No. N8472T Time (Lcl) - 1815 EDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. REMEDIAL ACTION - PERFORMED -
4. FLARE - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1179      9/07/85    ANDERSON,SC               A/C Reg. No. N737LH             Time (Lcl) - 1630 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                     Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
     Type of Operation         -PERSONAL                         Fire                 Crew     0        0        0        1
     Flight Conducted Under    -14 CFR 91                         NONE                 Pass     0        0        0        0
     Accident Occurred During  -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 172N                   Eng Make/Model - LYCOMING O-320-H2AD       ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    2300                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       4                       Rated Power    -     160 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                  Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        ON AIRSTRIP
       Method         - N/A                          GREENVILLE,SC
       Completeness   - N/A                        Destination                               Airport Data
     Basic Weather    - VMC                          SAME AS ACC/INC                             ANDERSON COUNTY
       Wind Dir/Speed- 030/008 KTS                                                               Runway Ident     - 23
       Visibility     -    10.0   SM               ATC/Airspace                                  Runway Lth/Wid   -  5000/  150
       Lowest Sky/Clouds  -     4500 FT SCATTERED   Type of Flight Plan - NONE                   Runway Surface   - ASPHALT
       Lowest Ceiling         - NONE                Type of Clearance   - NONE                   Runway Status    - DRY
       Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
       Precipitation          - NONE                                      FULL STOP
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -      81          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                    Flight Time (Hours)
         PRIVATE                                   Current         - NO       Total      -     530        Last 24 Hrs - UNK/NR
         SE LAND                                   Months Since    - UNK/NR   Make/Model-       30        Last 30 Days- UNK/NR
                                                   Aircraft Type   - UNK/NR   Instrument- UNK/NR          Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR          Rotorcraft  - UNK/NR

         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT REPORTED THAT THE ACFT ENCOUNTERED A GUST OF WIND AS HE WAS LANDING & THE NOSE WENT UP. SUBSEQUENTLY
THE ACFT LANDED HARD & WAS DAMAGED.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1179 9/07/85 ANDERSON,SC A/C Reg. No. N737LH Time (Lcl) - 1630 EDT

Occurrence	HARD LANDING
Phase of Operation	LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

```
                          National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1003       5/26/85    TEA,SD                A/C Reg. No. N555             Time (Lcl) - 1730 CDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                  Injuries
                                                                SUBSTANTIAL                Fatal   Serious   Minor     None
     Type of Operation          -PERSONAL                      Fire                Crew      0        2         0        0
     Flight Conducted Under     -14 CFR 91                      NONE               Pass      0        0         0        0
     Accident Occurred During   -MANEUVERING
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - BOEING A75                 Eng Make/Model - CONTINENTAL W-670        ELT Installed/Activated - YES/YES
     Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    2950                    Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                    Rated Power    -      220 HP
---------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                             Airport Data
     Basic Weather    - VMC                         LOCAL
       Wind Dir/Speed- 360/016 KTS                                                          Runway Ident      - N/A
       Visibility     -    10.0   SM            ATC/Airspace                                Runway Lth/Wid    - N/A
       Lowest Sky/Clouds  -      UNK/NR           Type of Flight Plan - NONE                Runway Surface    - N/A
       Lowest Ceiling         -   1700 FT OVERCAST  Type of Clearance   - NONE              Runway Status     - N/A
       Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      59          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                 Flight Time (Hours)
         PRIVATE                                 Current         - YES      Total       -     765        Last 24 Hrs -        2
         SE LAND                                 Months Since   -  1        Make/Model-      110        Last 30 Days- UNK/NR
                                                 Aircraft Type  - A75N1     Instrument-        0        Last 90 Days- UNK/NR


         Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE OWNER/PLT-IN-COMMAND (PIC) TOOK OFF ON A LOCAL FLT WITH ANOTHER OCCUPANT IN THE FRONT SEAT. THE FRONT SEAT
OCCUPANT WAS A COMMERCIAL, SINGLE-ENG, MULTI-ENG PLT WITH AN INSTRUCTOR RATING, BUT HE HAD NO PREVIOUS EXPERIENCE
IN A75 ACFT. WHILE IN FLT, THE PIC ALLOWED THE FRONT SEAT PLT TO TAKE CONTROL OF THE ACFT. AS THE FRONT SEAT PLT
ENTERED A TURN AT LOW ALT NEAR THE ARPT, THE PIC ADVANCED THE THROTTLE TO MAINTAIN AIRSPEED IN THE TURN. AT THAT
TIME, THE FRONT SEAT PLT THOUGHT THE PIC HAD TAKEN CONTROL OF THE ACFT; HE THOUGHT THEY WERE RETURNING BACK TO THE
ARPT. THE ACFT CONTINUED TURNING & ENTERED A DESCENT. THE PIC THOUGHT THE FRONT SEAT PLT WAS STILL CONTROLLING THE
ACFT & WAS GOING TO MAKE A LOW PASS. SINCE THE FRONT SEAT PLT WAS AN INSTRUCTOR WITH OVER 1000 HRS OF FLT TIME, THE
PIC DID NOT QUESTION THE MANEUVER. SUBSEQUENTLY, THE ACFT IMPACTED THE GROUND WHILE STILL IN A STEEP DESCENT.

---------------------------------------------------------------------------------------------------------------
```

BEST COPY AVAILABLE

Brief of Accident (Continued)

File No. - 1003 5/26/85 TEA,SD A/C Reg. No. N555 Time (Lcl) - 1730 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)
1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
2. INTERPRETATION OF INSTRUCTIONS - NOT UNDERSTOOD - COPILOT
3. REMEDIAL ACTION - DELAYED -
4. TERRAIN CONDITION - GROUND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2

```
                         National Transportation Safety Board
                              Washington, D.C. 20594



                                   Brief of Accident

     File No. - 1070       9/05/85    TEA,SD                 A/C Reg. No. N69125          Time (Lcl) - 1945 CDT
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                      Injuries
                                                                SUBSTANTIAL                Fatal    Serious    Minor    None
     Type of Operation         -INSTRUCTIONAL                  Fire                 Crew     0         0          0        2
     Flight Conducted Under    -14 CFR 91                       NONE                Pass     0         0          0        0
     Accident Occurred During  -LANDING
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 152                   Eng Make/Model - LYCOMING O-235-L2C       ELT Installed/Activated - YES/YES
     Landing Gear  - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
     Max Gross Wt  -    1670                      Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats  -       2                      Rated Power    -      110 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                 Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                      OFF AIRPORT/STRIP
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                             Airport Data
     Basic Weather    - VMC                         LOCAL                                   GREAT PLANES
       Wind Dir/Speed- 180/014 KTS                                                          Runway Ident      - 16
       Visibility     -    15.0   SM            ATC/Airspace                                Runway Lth/Wid    -  2430/   45
       Lowest Sky/Clouds  -    CLEAR              Type of Flight Plan - NONE                Runway Surface    - ASPHALT
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status     - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TOUCH AND GO
       Precipitation          - NONE                                    FORCED LANDING
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                         Age -      57           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL,ATP,CFI                     Current         - YES        Total      -  10881        Last 24 Hrs -       1
         SE LAND,ME LAND                        Months Since    -  8         Make/Model-    248         Last 30 Days-      39
                                                Aircraft Type   - PA-28      Instrument-   1610         Last 90 Days-     108
                                                                             Multi-Eng -   5605

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT & INSTRUCTOR PLT (CFI) WERE PRACTICING LANDINGS.  AFTER MAKING 3 TOUCH-&-GO LANDINGS, THE ENG LOST POWER
AT APRX 200 FT AGL AS THEY WERE ON THEIR 4TH TAKEOFF. THE CFI REPORTED THAT HE TURNED THE ACFT ABOUT 25 DEG IN AN
ATTEMPT TO GLIDE TO A BEAN FIELD & AVOID TALL CORN. HOWEVER, THERE WAS INSUFFICIENT ALT TO AVOID THE CORN. AFTER
LANDING IN THE CORN FIELD & ON MUDDY GROUND, THE ACFT NOSED OVER. AN EXAM OF THE ENG & ACFT REVEALED NO PREIMPACT
MECHANICAL PROBLEM THAT WOULD HAVE RESULTED IN A LOSS OF POWER. THE ENG WAS STARTED & RUN TO 1500 RPM WITH NO PROBLEMS
NOTED, EXCEPT THAT IT COULD NOT BE OPERATED AT A HIGHER RPM DUE TO A BENT PROP. THE TEMP & DEW POINT WERE 78 & 77 DEG,
RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, SERIOUS CARB ICING CONDITION WOULD HAVE EXISTED AT IDLE POWER.
HOWEVER,THE CFI STATED THAT THEY HAD USED CARB HEAT ON THE DOWNWIND OF EACH PATTERN, THEN PLACED IT IN COLD FOR
EACH TAKEOFF.
-----------------------------------------------------------------------------------------------------------------
```

```
                                  Brief of Accident (Continued)

     File No. - 1070      9/05/85    TEA,SD                     A/C Reg. No. N69125           Time (Lcl) - 1945 CDT
------------------------------------------------------------------------------------------------------------------------

Occurrence #1         LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)
  1. UNDETERMINED
------------------------------------------------------------------------------------------------------------------------

Occurrence #2         FORCED LANDING
Phase of Operation    DESCENT - EMERGENCY
------------------------------------------------------------------------------------------------------------------------

Occurrence #3         IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)
  2. TERRAIN CONDITION - CROP
  3. TERRAIN CONDITION - SOFT
  4. TERRAIN CONDITION - WET
------------------------------------------------------------------------------------------------------------------------

Occurrence #4         NOSE OVER
Phase of Operation    LANDING
------------------------------------------------------------------------------------------------------------------------
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4
```

National Transportation Safety Board
Washington, D C. 20594

Brief of Accident

```
    File No. - 1109      11/10/85    KNOXVILLE,TN              A/C Reg. No. N49164           Time (Lcl) - UNK/NR
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                      Fire               Crew       0        0        0        1
      Flight Conducted Under     -14 CFR 91                      NONE              Pass       0        0        0        0
      Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 152                    Eng Make/Model - LYCOMING O-235-L2C        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED                Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    1670                       Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -      2                        Rated Power    -     115 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                  Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING      Last Departure Point                        ON AIRPORT
        Method         - N/A                          SAME AS ACC/INC
        Completeness   - N/A                       Destination                              Airport Data
      Basic Weather    - VMC                          LOCAL                                     KNOXVILLE DOWNTOWN
        Wind Dir/Speed- VARIABLE                                                                Runway Ident     - 26
        Visibility     -    15.0   SM              ATC/Airspace                                 Runway Lth/Wid   -  3500/   75
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE                Type of Clearance   - NONE                 Runway Status    - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg      - STRAIGHT-IN
        Precipitation          - NONE
        Condition of Light     - NIGHT(DARK)
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                        Age -     60            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
       Certificate(s)/Rating(s)              Biennial Flight Review               Flight Time (Hours)
          COMMERCIAL,CFI                        Current        - YES      Total       -   2126         Last 24 Hrs -       1
          SE LAND,SE SEA                        Months Since   - 13       Make/Model-      35         Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR    Instrument-     212         Last 90 Days-      55


          Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT WAS ON A PERSONAL NIGHT PROFICIENCY FLT. HE MADE 2 STOP & GO LANDINGS WITHOUT INCIDENT. ON THE 3RD LANDING,
THE ACFT TOUCHED DOWN ABOUT 50 TO 60 FT SHORT OF THE RWY ON UPSLOPING TERRAIN & THE NOSE GEAR COLLAPSED. THE PLT
STATED THAT HE WAS MAKING A POWER OFF APCH. ALSO, HE REPORTED THAT THE HIGH INTENSITY STROBE LIGHTS MARKING THE
RWY THRESHOLD CAUSED SOME INTERFERENCE WITH HIS VISUAL PERCEPTION.

-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1109 11/10/85 KNOXVILLE,TN A/C Reg. No. N49164 Time (Lcl) - UNK/NR

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
5. TERRAIN CONDITION - RISING

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)
6. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1155       1/19/85    ABILENE,TX               A/C Reg. No. N735QN            Time (Lcl) - 1845 CST
-----------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                    Injuries
                                                            DESTROYED                  Fatal    Serious    Minor     None
   Type of Operation          -PERSONAL                     Fire                 Crew     0         1         0         0
   Flight Conducted Under     -14 CFR 91                    NONE                 Pass     0         0         0         0
   Accident Occurred During   -APPROACH
-----------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model     - CESSNA 182Q             Eng Make/Model - CONTINENTAL O-470-U       ELT Installed/Activated - YES/NO
   Landing Gear   - TRICYCLE-FIXED          Number Engines -  1                           Stall Warning System - YES
   Max Gross Wt   -   2950                  Engine Type     - RECIPROCATING-CARBURETOR
   No. of Seats   -      4                  Rated Power     -     230 HP
-----------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                               Itinerary                                  Airport Proximity
   Wx Briefing      - FSS                      Last Departure Point                       OFF AIRPORT/STRIP
     Method         - TELEPHONE                  FORT WORTH,TX
     Completeness   - FULL                     Destination                              Airport Data
   Basic Weather    - VMC                        SAME AS ACC/INC                            ABILENE MUNI
     Wind Dir/Speed- 360/025 KTS                                                            Runway Ident     - 35R
     Visibility     -   10.0   SM            ATC/Airspace                                   Runway Lth/Wid   -  7200/  150
     Lowest Sky/Clouds  -     UNK/NR           Type of Flight Plan - VFR                    Runway Surface   - ASPHALT
     Lowest Ceiling        -  1200 FT OVERCAST Type of Clearance   - VFR                    Runway Status    - DRY
     Obstructions to Vision- NONE              Type Apch/Lndg      - ILS-COMPLETE
     Precipitation         - NONE
     Condition of Light    - NIGHT(DARK)
-----------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                      Age -     45              Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)            Biennial Flight Review                  Flight Time (Hours)
         COMMERCIAL                          Current       - YES        Total      -     464         Last 24 Hrs -      4
         SE LAND,ME LAND                     Months Since  - 11         Make/Model-       26         Last 30 Days- UNK/NR
                                             Aircraft Type - UNK/NR     Instrument-      109         Last 90 Days-     15
                                                                        Multi-Eng -      103

         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------
----Narrative----
DETERIORATING WX WAS ENCOUNTERED & THE PLT ELECTED TO LAND SHORT OF THE ORIGINAL DESTN. HE WAS PROVIDED VECTORS FOR
AN ILS APCH TO RWY 35R AT ABILINE, TX. DURING THE NIGHT APCH, HE ENCOUNTERED STRONG GUSTY WINDS, SEVERE TURBULENCE &
RESTRICTED VISIBILITY. THE PLT STATED THAT AT LEAST ONE TIME, THE AIRSPEED DROPPED 20 KTS, INDICATING WIND SHEAR.
ALSO, HE STATED THAT AS HE CONTACTED THE TOWER, HE GOT A BRIEF LOOK AT THE ARPT LIGHTS & STARTED A GENTLE TURN TO
CORRECT TO THE LOCALIZER. SHORTLY AFTER THAT, AFTER HE WAS CLEARED FOR THE ILS APCH & LANDING, THE ACFT IMPACTED THE
GROUND WHILE STILL SOUTH OF THE OUTER MARKER. PRIOR TO THE FLT, THE PLT HAD OBTAINED A WX BRIEFING & WAS WARNED OF
WIDE SPREAD CLOUD COVER, GUSTY WINDS & WIND SHEAR ASSOCIATED WITH A PASSING FRONTAL SYS.

-----------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1155 1/19/85 ABILENE,TX A/C Reg. No. N7350N Time (Lcl) - 1845 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)
1. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
2. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - TURBULENCE
6. WEATHER CONDITION - HIGH WIND
7. WEATHER CONDITION - GUSTS
8. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION,UNCONTROLLED
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
9. WEATHER CONDITION - WINDSHEAR
10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. DESCENT - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)
12. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,10,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1141       3/06/85    GILMER,TX                   A/C Reg. No. N7012W           Time (Lcl) - 2130 CST
--------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                                 DESTROYED                     Fatal    Serious    Minor     None
      Type of Operation        -PERSONAL                        Fire                 Crew        1         1         0         0
      Flight Conducted Under   -14 CFR 91                        NONE                Pass        0         0         0         0
      Accident Occurred During -APPROACH
--------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model    - PIPER PA-28-180                Eng Make/Model - LYCOMING O-360-A1A        ELT Installed/Activated - YES/NO
      Landing Gear  - TRICYCLE-FIXED                 Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt  -    2400                        Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats  -       4                        Rated Power     -      180 HP
--------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                      Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                           ON AIRPORT
        Method         - N/A                           SAME AS ACC/INC
        Completeness   - N/A                        Destination                                  Airport Data
      Basic Weather    - VMC                           LOCAL                                        GILMER-UPSHUR
        Wind Dir/Speed- 090/009 KTS                                                                 Runway Ident      - 35
        Visibility     -    35.0    SM             ATC/Airspace                                     Runway Lth/Wid  -   3000/    50
        Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE                     Runway Surface  - ASPHALT
        Lowest Ceiling          - NONE               Type of Clearance    - NONE                    Runway Status   - DRY
        Obstructions to Vision- NONE                 Type Apch/Lndg       - TRAFFIC PATTERN
        Precipitation           - NONE
        Condition of Light      - NIGHT(DARK)
--------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                               Age -      23            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)                     Biennial Flight Review                 Flight Time (Hours)
        COMMERCIAL                                   Current         - YES        Total       -     781        Last 24 Hrs -       3
        SE LAND,ME LAND                              Months Since   -  9          Make/Model-       67        Last 30 Days-      30
        HELICOPTER                                   Aircraft Type - PA-28        Instrument-       53        Last 90 Days-      43
                                                                                  Multi-Eng -       13        Rotorcraft  -      52

        Instrument Rating(s)  - AIRPLANE,HELICOPTER
--------------------------------------------------------------------------------------------------------------------------
----Narrative----
AN ASSOCIATE OF THE PLT/OWNER STATED THAT HE HAD DEPARTED AT ABOUT 2030 CST TO GET SOME NIGHT PRACTICE PRIOR TO
GETTING A DAY VFR RESTRICTION REMOVED FROM HIS PVT LICENSE. REPORTEDLY, THE OWNER/PLT & AN INSTRUCTOR (CFI) WERE
INTENDING TO FLY TOGETHER & PRACTICE TOUCH-&-GO LANDINGS. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT  THE ACFT
WAS FOUND ABOUT 4 HRS AFTER IT HAD CRASHED. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD COLLIDED WITH 70 FT
TREES NEAR THE APCH END OF RWY 35. IMPACT OCCURRED IN A SLIGHT RIGHT BANK & SLIGHT NOSE DOWN ATTITUDE, AS IF THE
ACFT WAS ON A BASE TO FINAL TURN, BUT TOO CLOSE IN & TOO LOW. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND
DURING THE INVESTIGATION. THE CFI, WHO WAS ACTING AS A SAFETY PLT, RECEIVED SERIOUS INJURIES & HAD NO MEMORY OF
WHAT OCCURRED DURING THE FLT. THERE WERE TALL TREES NEAR THE SOUTHERN PART OF THE RWY WHICH MAY HAVE OBSCURED THE
RWY LIGHTS WHEN VIEWED FROM THE EAST OR SOUTHEAST.
--------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1141 3/06/85 GILMER,TX A/C Reg. No. N7012W Time (Lcl) - 2130 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. LIGHT CONDITION - DARK NIGHT
2. TERRAIN CONDITION - HIGH VEGETATION
3. AIRPORT FACILITIES,VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
4. PROPER ALIGNMENT - NOT ATTAINED - COPILOT
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - COPILOT
6. PROPER ALTITUDE - NOT MAINTAINED - COPILOT
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND
8. OBJECT - TREE(S)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

```
                              National Transportation Safety Board
                                   Washington, D.C. 20594


                                      Brief of Accident

      File No. - 1020       3/17/85    EMHOUSE,TX                 A/C Reg. No. N953D              Time (Lcl) - 1300 CST
---------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                         Injuries
                                                                    SUBSTANTIAL                  Fatal   Serious   Minor    None
      Type of Operation         -PERSONAL                         Fire                   Crew      1        0        0        0
      Flight Conducted Under    -14 CFR 91                         NONE                  Pass      0        0        0        0
      Accident Occurred During  -MANEUVERING
---------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - UNIVERSAL STINSON 108          Eng Make/Model - FRANKLIN 6A4-165B3       ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED            Number Engines -  1                           Stall Warning System - YES
      Max Gross Wt   -    2000                        Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                        Rated Power    - UNK/NR
---------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                   Itinerary                                Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                     OFF AIRPORT/STRIP
        Method         - N/A                           CORSICANA,TX
        Completeness   - N/A                        Destination                             Airport Data
      Basic Weather    - VMC                           LOCAL
        Wind Dir/Speed- UNK/NR                                                                Runway Ident      - N/A
        Visibility      -     10.0   SM            ATC/Airspace                               Runway Lth/Wid    - N/A
        Lowest Sky/Clouds  -     CLEAR               Type of Flight Plan - NONE               Runway Surface    - N/A
        Lowest Ceiling         - NONE                Type of Clearance   - NONE               Runway Status     - N/A
        Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
        Precipitation          - NONE
        Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                            Age -     52                 Medical Certificate - EXPIRED
       Certificate(s)/Rating(s)                  Biennial Flight Review                    Flight Time (Hours)
          STUDENT                                   Current       - N/A       Total      - UNK/NR        Last 24 Hrs - UNK/NR
                                                    Months Since  - N/A       Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                                    Aircraft Type - N/A       Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                              Multi-Eng - UNK/NR         Rotorcraft  - UNK/NR

          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------
----Narrative----
WITNESSES OBSERVED THE STUDENT PLT MAKING REPEATED LOW PASSES NEAR HIS FRIEND'S HOUSE. WHILE MANEUVERING, THE ACFT
COLLIDED WITH A POWER LINE, THEN CRASHED TO THE GROUND INVERTED. THE STUDENT HELD A STUDENT PLT CERTIFICATE THAT
WAS DATED 10/17/62. NO RECORD COULD BE FOUND OF A REISSUED CERTIFICATE. THE LAST RECORD OF A MEDICAL (3RD CLASS)
WAS DATED 10/8/62. THE LAST ANNUAL INSPECTIONS OF THE ACFT & ENG WERE DATED 7/18/81. DURING AN EXAM OF THE ACFT, NO
PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

---------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1020 3/17/85 EMHOUSE,TX A/C Reg. No. N953D Time (Lcl) - 1300 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. BUZZING - PERFORMED -
6. LOW PASS - PERFORMED -
7. OBJECT - WIRE,TRANSMISSION
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
File No. - 1013       4/01/85    RIESEL,TX                  A/C Reg. No. N6436N            Time (Lcl) - 1520 CST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage                      Injuries
                                                              DESTROYED                Fatal   Serious   Minor    None
    Type of Operation        -TEST FLIGHT                    Fire              Crew      0        1        0        0
    Flight Conducted Under   -14 CFR 91                       ON GROUND         Pass      1        0        0        0
    Accident Occurred During -DESCENT
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - CESSNA T210N          Eng Make/Model - CONTINENTAL TSIO-520-R   ELT Installed/Activated - YES/NO
    Landing Gear  - TRICYCLE-RETRACTABLE  Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt  -    3800               Engine Type    - RECIP-FUEL INJECTED
    No. of Seats  -     6                 Rated Power    -     310 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                           Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING  Last Departure Point                    OFF AIRPORT/STRIP
      Method         - N/A                      ROBINSON,TX
      Completeness   - N/A                    Destination                          Airport Data
    Basic Weather    - VMC                      LOCAL
      Wind Dir/Speed- 320/011 KTS                                                     Runway Ident     - N/A
      Visibility      -    15.0   SM         ATC/Airspace                             Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE          Runway Surface   - DIRT
      Lowest Ceiling       - 25000 FT OVERCAST    Type of Clearance   - NONE          Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg      - STRAIGHT-IN                      HIGH VEGETATION
      Precipitation        - NONE
      Condition of Light   - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                    Age -     30            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)          Biennial Flight Review                Flight Time (Hours)
        COMMERCIAL                        Current       - UNK/NR    Total        - UNK/NR       Last 24 Hrs - UNK/NR
        SE LAND,ME LAND                   Months Since  - UNK/NR    Make/Model- UNK/NR         Last 30 Days- UNK/NR
                                          Aircraft Type - UNK/NR    Instrument- UNK/NR         Last 90 Days- UNK/NR
                                                                    Multi-Eng  - UNK/NR        Rotorcraft  - UNK/NR

        Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT ENG HAD JUST BEEN TOP OVERHAULED AND A STOL KIT WAS ADDED. THE MECHANIC REPORTEDLY TOLD THE PLT TO BE "EASY"
ON THE ENG AND FLY THE ACFT 45-60 MINS NEAR THE TRAFFIC PATTERN SO IT COULD BE CHECKED FOR OIL LEAKS. THE PLT REPORTEDLY
IGNORED THESE INSTRUCTIONS, LEFT THE TRAFFIC PATTERN AND WAS SEEN PERFORMING ABRUPT CLIMBING AND DESCENDING MANEUVERS.
A WITNESS REPORTED SEEING THE ACFT SEVERAL MILES FROM THE ARPT TRAILING THIN WHITE SMOKE SHORTLY BEFORE THE ENG STOPPED.
THE ACFT THEN MADE A STEEP LEFT TURN AND "LOST ALTITUDE QUICKLY" IMPACTING TREES. ON SCENE INVESTIGATION REVEALED THE
LANDING GEAR AND FLAPS WERE IN THE FULL EXTENDED POSITION. A NEGLIGABLE AMT OF OIL WAS IN THE ENG AND NO EVIDENCE OF AN
OIL LEAK WAS FOUND. ENG TEARDOWN REVEALED EVIDENCE OF OIL STARVATION. TWO HOLES WERE FOUND WORN IN THE OIL PRESSURE LINE
TO THE TURBOCHARGER, HOWEVER, BECAUSE THE INTERNAL TEFLON LINER WAS TRANSFORMED TO ASHES BY INTENSE POST CRASH FIRE IT
COULD NOT BE DETERMINED IF THE HOLES WERE WORN THROUGH THE INTERNAL LINER.
--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1013 4/01/85 RIESEL,TX A/C Reg. No. N6436N Time (Lcl) - 1520 CST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)
1. FLUID,OIL - INADEQUATE
2. FLUID,OIL - UNDETERMINED
3. ENGINE ASSEMBLY - OVERTEMPERATURE
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
8. OBJECT - TREE(S)

Occurrence #4 FIRE
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1177       4/19/85    MIDLAND,TX                   A/C Reg. No. N93V               Time (Lcl) - 1735 CST
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                  Fatal   Serious    Minor     None
    Type of Operation          -PERSONAL                        Fire                  Crew     0        0         0         1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0         0         0
    Accident Occurred During   -LANDING
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 210L                 Eng Make/Model - CONTINENTAL IO-520-L3     ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE        Number Engines -  1                           Stall Warning System - YES
    Max Gross Wt   -    3400                     Engine Type     - RECIP-FUEL INJECTED
    No. of Seats   -       6                     Rated Power     -      300 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                    Airport Proximity
    Wx Briefing       - UNK/NR                   Last Departure Point                         OFF AIRPORT/STRIP
      Method          - UNK/NR                     BIRMINGHAM,AL
      Completeness    - WEATHER NOT PERTINENT    Destination                                Airport Data
    Basic Weather     - VMC                        SAME AS ACC/INC                              MIDLAND
      Wind Dir/Speed- 250/015 KTS                                                               Runway Ident     - 28
      Visibility      -    20.0   SM           ATC/Airspace                                     Runway Lth/Wid   -  4380/  150
      Lowest Sky/Clouds  -     25000 FT SCATTERED  Type of Flight Plan - IFR                    Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance    - IFR                    Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - FORCED LANDING
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      70           Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
        PRIVATE                                 Current         - YES        Total        -   1356       Last 24 Hrs -       6
        SE LAND,ME LAND                         Months Since  -  3           Make/Model-     622       Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR      Instrument-     267       Last 90 Days-      33
                                                                              Multi-Eng -     523       Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT ESTIMATED THAT THE DURATION OF FLT WOULD BE ABOUT 5 TO 5-1/2 HRS & THAT HE HAD APRX 7 HRS OF FUEL ON BOARD.
HOWEVER, THE ACFT ENCOUNTERED HEAD WINDS DURING THE FLT, & AS IT WAS APPROACHING THE DESTINATION, THE ENG LOST POWER
AFTER APRX 6 HRS OF FLT. SUBSEQUENTLY, AN EMERG LANDING WAS MADE ABOUT 1 MI FROM THE ARPT. DURING THE LADNING, THE
NOSEWHEEL HIT A CLUMP OF GRASS & SEPARATED FROM THE ACFT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT
WOULD HAVE RESULTED IN THE ACDNT. A FUEL LINE WAS BROKEN DURING IMPACT WHICH ALLOWED FUEL TO DRAIN; THEREFORE, THE
EXACT AMOUNT OF FUEL ON BOARD AT THE TIME OF THE ACDNT COULD NOT BE VERIFIED. THE INVESTIGATOR ESTIMATED THAT 93.5 GAL
OF FUEL WOULD HAVE BEEN REQUIRED AT OPTIMUM CONDITIONS  THE ACFT'S FUEL CAPACITY WAS 90 GAL OF WHICH 1 GAL WAS
UNUSABLE. THE PLT BELIEVED THERE WAS STILL USABLE FUEL ON BOARD WHEN THE ENG LOST POWER & SAID THAT HE HAD THE FUEL
SELECTOR SET FOR THE FULLEST TANK.
-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1177 4/19/85 MIDLAND,TX A/C Reg. No. N93V Time (Lcl) - 1735 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)
6. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
7. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1079 6/22/85 HEBER CITY,UT A/C Reg. No. N997 Time (Lcl) - 1810 MDT

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Aircraft Damage
DESTROYED
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----
Make/Model - KILLIAN BRIEGLEB BG-12B
Landing Gear - UNK/NR
Max Gross Wt - 805
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
HEBER VALLEY
Runway Ident - 21
Runway Lth/Wid - 4400/ 60
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE

GLIDER

Instrument Rating(s) - NONE

Age - 29
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - T53

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 58
Make/Model - 2
Instrument - 0
Last 24 Hrs - 2
Last 30 Days - 2
Last 90 Days - 2

----Narrative----
THE ACFT WAS A GEORGE KILLIAN/BRIEGLEB BG-12B, EXPERIMENTAL, HOME BUILT GLIDER. AN OWNER REPORTED THAT THE PLT HAD COME FROM NEW MEXICO TO BUY THE GLIDER. AFTER SPENDING ABOUT 3 HRS IN FAMILIARIZATION TRAINING, THE PLT WENT ON HIS 1ST FLT WHICH WAS UNEVENTFUL. HE THEN WENT ON A 2ND FLT WHICH WAS APPROXIMATELY 1 HR IN DURATION. AS THE GLIDER WAS ON FINAL APCH TO LAND & WAS AT ABOUT 100 TO 150 FT AGL, IT ENTERED A NOSE DOWN ATTITUDE & CRASHED. ACCORDING TO WITNESSES, THE GLIDER SMOOTHLY PITCHED OVER INTO A NOSE DOWN ATTITUDE WITHOUT STALLING. AN EXAM OF THE FLT CONTROLS WAS MADE, BUT NO PREIMPACT MALFUNCTION OR FAILURE OF THE ELEVATOR CONTROL SYS WAS FOUND. A PATHOLOGICAL EXAM OF THE PLT REVEALED NO MEDICAL PROBLEMS THAT WOULD HAVE RESULTED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1079 6/22/85 HEBER CITY,UT A/C Reg. No. N997 Time (Lcl) - 1810 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1142 2/24/85 MANASSAS,VA A/C Reg. No. N4559L Time (Lcl) - 0830 EST

BEST COPY AVAILABLE

----Basic Information----
Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----
Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2
Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----
Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 210/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data
MANASSAS
Runway Ident - 34L
Runway Lth/Wid - 3700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 26
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 31
Make/Model- 31
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 31
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----
THE STUDENT PLT REPORTED THAT AFTER THE ACFT TOUCHED DOWN ON A TOUCH-&-GO LANDING, HE OBSERVED ABOUT 1000 BIRDS AT THE DEPARTURE END OF THE RWY. HE ELECTED TO TURN OFF AT THE 1ST AVAILABLE TAXIWAY. HOWEVER, HIS SPEED WAS TOO FAST TO NEGOTIATE THE TURN & THE ACFT WENT OFF THE HARD SURFACE & ONTO THE GRASS. THE NOSE GEAR SANK INTO SOFT, WET TERRAIN & THE ACFT STOPPED IN A NOSE DOWN ATTITUDE. ABOUT 8 TO 10 SEC LATER, THE WIND BLEW THE ACFT OVER. THE PLT HAD LANDED WITH A QUARTERING TAIL WIND.

Brief of Accident (Continued)

File No. - 1142   2/24/85   MANASSAS,VA   A/C Reg. No. N4399L   Time (Lcl) - 0830 EST

Occurrence #1   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING - ROLL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3.   WRONG RUNWAY
4. OBJECT - BIRD(S)
5.   ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
7. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET

Occurrence #2   NOSE DOWN
Phase of Operation   LANDING

Occurrence #3   NOSE OVER
Phase of Operation   OTHER

Finding(s)
10. WEATHER CONDITION - UNFAVORABLE WIND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1184 3/03/85 WAYNESBORO,VA A/C Reg. No. N3950D Time (Lcl) - 1715 EST

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
NONE
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	1	0	0

----Aircraft Information----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL C-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 150/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
WAYNESBORO
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 27
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 37
Make/Model- 4
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 4
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT TAXIED THE ACFT TO THE RUN-UP AREA AND STOPPED WITH THE ENGINE RUNNING. THE PASSENGER, A RATED HELICOPTER PILOT, EXITED THE AIRPLANE TO RETRIEVE A PORTABLE COMMUNICATIONS RADIO. ACCORDING TO THE STUDENT, THE PASSENGER DUCKED UNDER THE WING STRUT AND WALKED FORWARD INTO THE PROPELLER WITH THE ACFT REMAINING STATIONARY THRU-OUT THE OCCURRENCE. THE PASSENGER, WHO RECEIVED SERIOUS SHOULDER AND BACK LACERATIONS, FELT THAT HE HAD CLEARED THE PROP ARC AND THAT THE ACFT MOVED & STRUCK HIM.

File No. - 1184 3/03/85 WAYNESBORO,VA A/C Reg. No. N39500 Time (Lcl) - 1715 EST

Occurrence PROPELLER/ROTOR CONTACT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PASSENGER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1189       3/27/85    BRIDGEWATER,VA              A/C Reg. No. N2318R            Time (Lcl) - 1445 EST
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                     Injuries
                                                                   SUBSTANTIAL                 Fatal    Serious    Minor     None
      Type of Operation          -BUSINESS                        Fire                Crew       0         0          0         1
      Flight Conducted Under     -14 CFR 91                        NONE               Pass       0         0          0         1
      Accident Occurred During   -LANDING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 182G                     Eng Make/Model - CONTINENTAL O-470        ELT Installed/Activated - YES/YES
      Landing Gear   - TRICYCLE-FIXED                  Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2800                         Engine Type     - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                         Rated Power     -      230 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                     Itinerary                                   Airport Proximity
      Wx Briefing     - FSS                            Last Departure Point                        ON AIRPORT
        Method        - TELEPHONE                        CHESTERFIELD,VA
        Completeness  - WEATHER NOT PERTINENT           Destination                               Airport Data
      Basic Weather   - VMC                              SAME AS ACC/INC                             BRIDGEWATER AIRPARK
        Wind Dir/Speed- 190/012 KTS                                                                  Runway Ident     - 33
        Visibility    -    25.0    SM                ATC/Airspace                                    Runway Lth/Wid   -  2755/   60
        Lowest Sky/Clouds  -     25000 FT THIN BKN     Type of Flight Plan - NONE                    Runway Surface   - ASPHALT
        Lowest Ceiling        - NONE                   Type of Clearance   - NONE                    Runway Status    - DRY
        Obstructions to Vision- NONE                   Type Apch/Lndg      - FULL STOP
        Precipitation         - NONE
        Condition of Light    - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command                          Age -      38              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
       Certificate(s)/Rating(s)                Biennial Flight Review                   Flight Time (Hours)
          PRIVATE                                 Current        - YES        Total      -    159         Last 24 Hrs -      1
          SE LAND                                 Months Since   -  2         Make/Model-     87         Last 30 Days-      5
                                                  Aircraft Type  - C-182G     Instrument-      1         Last 90 Days-     10


          Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
```

----Narrative----

DUE TO EXCESS ALTITUDE, DURING HIS 1ST APCH TO LAND, THE PLT EXECUTED A GO-AROUND. THE 2ND APCH RESULTED IN PROPER ALTITUDE, BUT HIGH AIRSPEED. CROSSWIND CONDITIONS & GUSTS UP TO 22 KTS EXISTED AT THE TIME & TOUCHDOWN OCCURRED APRX HALF WAY DOWN THE 2755 FT RWY. SKID MARKS ON THE RWY WERE LIGHT FOR ABOUT 550 FT. THE ACFT RAN OFF THE END OF THE RWY, CONTINUED ACROSS 50 FT OF GRASS OVERRUN AREA & DOWN A 10 TO 15 FT EMBANKMENT TO THE NORTH RIVER. THE AIRPLANE CAME TO REST INVERTED WITH THE NOSE & WINGS SUBMERGED IN WATER. THE OCCUPANTS EXTRICATED THEMSELVES UNAIDED.

Brief of Accident (Continued)

File No. - 1189   3/27/85   BRIDGEWATER,VA   A/C Reg. No. N2318R   Time (Lcl) - 1445 EST

Occurrence #1   OVERRUN
Phase of Operation   LANDING - ROLL

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED -

Occurrence #2   NOSE OVER
Phase of Operation   LANDING - ROLL

Finding(s)
7. TERRAIN CONDITION - DOWNHILL
8. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
   File No. - 1188      4/13/85    ALTA VISTA,VA            A/C Reg. No. N316SR           Time (Lcl) - 1330 EST
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                      Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -TEST FLIGHT                     Fire                  Crew     0        0        0        1
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0        0        0
    Accident Occurred During  -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model    - ROTEC RALLY 3                Eng Make/Model  - ROTAX 503                ELT Installed/Activated - NO -N/A
    Landing Gear  - TAILWHEEL-ALL FIXED          Number Engines  -  1                         Stall Warning System - NO
    Max Gross Wt  -     700                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats  -       2                      Rated Power     -       48 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                  Airport Proximity
    Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       OFF AIRPORT/STRIP
      Method         - N/A                         SAME AS ACC/INC
      Completeness   - N/A                      Destination                              Airport Data
    Basic Weather    - VMC                         LOCAL                                    PRIVATE STRIP
      Wind Dir/Speed- 190/010 KTS                                                           Runway Ident      - N/A
      Visibility     -   15.0    SM            ATC/Airspace                                 Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -      5000 FT SCATTERED  Type of Flight Plan - NONE               Runway Surface    - GRASS/TURF
      Lowest Ceiling         - 25000 FT BROKEN     Type of Clearance   - NONE               Runway Status     - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -      43           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review               Flight Time (Hours)
       ATP,CFI                                   Current         - YES     Total       -    7310       Last 24 Hrs - UNK/NR
       SE LAND,ME LAND                           Months Since    -  0      Make/Model-        8        Last 30 Days- UNK/NR
                                                 Aircraft Type - C-421     Instrument-      690        Last 90 Days-       8
                                                                           Multi-Eng -     4230

       Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
```

----Narrative----

EACH TIME THE PILOT APPLIED NOSE UP PITCH CONTROL AFTER TAKE OFF, THE ACFT SETTLED BUT WOULD MAINTAIN STRAIGHT AND LEVEL FLIGHT WHEN THE CONTROLS WERE NEUTRALIZED. DUE TO THE SETTLING EFFECT, OBSTRUCTION CLEARANCE COULD NOT BE ATTAINED AND THE ACFT SETTLED INTO TREES AT THE END OF THE RUNWAY. THE PILOT WAS EJECTED WHEN THE STITCHING OF HIS LAP BELT FAILED. THE ACFT AS PREVIOUSLY FLOWN SUCCESSFULLY SEVERAL TIMES AFTER ASSEMBLY FROM THE MANUFACTURER'S KIT, BUT ON THE ACCIDENT FLIGHT A 150 LB SAND BAG WAS STRAPPED INTO THE RIGHT SEAT. WITH THE ADDITIONAL WEIGHT, THE SPOILER CABLES TIGHTENED AS THE WINGS PRODUCED LIFT, TO THE POINT THAT THEY INADVERTENTLY DEPLOYED WITH APPLICATION OF AFT STICK.

Brief of Accident (Continued)

File No. - 1188 4/13/85 ALTA VISTA,VA A/C Reg. No. N316SR Time (Lcl) - 1330 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLT CONTROL SYST,WING SPOILER SYSTEM - INCORRECT
2. MAINTENANCE,ADJUSTMENT - IMPPOPER - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - LOSS,TOTAL
4. SPOILER EXTENSION - INADVERTENT -

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

```
                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1191      4/20/85    LOVETTSVILLE,VA          A/C Reg. No. N5563V          Time (Lcl) - 1515 EST
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
   Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                       Injuries
                                                              SUBSTANTIAL                 Fatal   Serious   Minor    None
   Type of Operation          -PERSONAL                      Fire                  Crew     0        0        1       0
   Flight Conducted Under     -14 CFR 91                      NONE                 Pass     0        0        0       0
   Accident Occurred During   -APPROACH
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
   Make/Model    - SLINGSBY TYPE 43 SERIES 3F     Eng Make/Model - N/A                 ELT Installed/Activated - NO -N/A
   Landing Gear  - SKID                           Number Engines - N/A                   Stall Warning System - NO
   Max Gross Wt  -     830                        Engine Type    - N/A
   No. of Seats  -       1                        Rated Power    - N/A
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                  Itinerary                               Airport Proximity
   Wx Briefing      - NO RECORD OF BRIEFING       Last Departure Point                    ON AIRPORT
     Method         - N/A                           SAME AS ACC/INC
     Completeness   - N/A                         Destination                           Airport Data
   Basic Weather    - VMC                           LOCAL                                 SCOTT AIRPARK
     Wind Dir/Speed- 220/003 KTS                                                          Runway Ident     - 36
     Visibility     -     12.0    SM            ATC/Airspace                              Runway Lth/Wid   -  2400
     Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE              Runway Surface   - GRASS/TURF
     Lowest Ceiling         - NONE                Type of Clearance   - NONE              Runway Status    - DRY
     Obstructions to Vision- HAZE                 Type Apch/Lndg      - TRAFFIC PATTERN
     Precipitation          - NONE                                      FULL STOP
     Condition of Light     - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                          Age -     56          Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)                Biennial Flight Review              Flight Time (Hours)
        PRIVATE                                 Current        - UNK/NR    Total       -     454       Last 24 Hrs - UNK/NR
        SE LAND                                 Months Since   - UNK/NR    Make/Model-       61       Last 30 Days- UNK/NR
        GLIDER                                  Aircraft Type  - UNK/NR    Instrument-        0       Last 90 Days-     20


        Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT HE NORMALLY AVOIDED LANDING ON THE RWY SINCE THE GLIDER LANDED ON A SKID & IT TOOK A FEW MINUTES
TO REMOUNT IT ON A GROUND HANDLING DOLLY. ON THIS FLT, HE PLANNED TO LAND ON THE GRASS BESIDE THE APCH END OF THE
RWY. HOWEVER, HE ALLOWED AN EXCESSIVE LOSS OF ALT ON THE BASE LEG & FINAL APCH, & WAS UNABLE TO CLEAR TREES NEAR THE
APCH END OF THE RWY. SUBSEQUENTLY, THE LEFT WING TIP HIT THE TOPS OF TREES & THE GLIDER CARTWHEELED TO THE GROUND.
THE PLT BELIEVED HE HAD SPENT TOO MANY HRS ON THIS FLT IN UNSEASONABLE HEAT & WENT TOO LONG (OVER 8 HRS) WITHOUT
EATING.
```

File No. - 1191 4/20/85 LOVETTSVILLE,VA A/C Reg. No. N5563V Time (Lcl) - 1515 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
4. PHYSICAL IMPAIRMENT(HYPOGLYCEMIA/DIET) - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5,6

```
                         National Transportation Safety Board
                               Washington, D.C. 20594



                                  Brief of Accident

    File No. - 1193      5/06/85    CHESAPEAKE,VA          A/C Reg. No. N2034V          Time (Lcl) - 0045 EDT
---------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)      Aircraft Damage                        Injuries
                                                             SUBSTANTIAL                  Fatal   Serious   Minor    None
    Type of Operation          -INSTRUCTIONAL               Fire                   Crew     0        0        0        2
    Flight Conducted Under     -14 CFR 91                    NONE                  Pass     0        0        0        0
    Accident Occurred During   -TAKEOFF
---------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 140              Eng Make/Model - CONTINENTAL C-85-12-F    ELT Installed/Activated - YES/NO
    Landing Gear   - TAILWHEEL-ALL FIXED     Number Engines -  1                          Stall Warning System - YES
    Max Gross Wt   -    1500                 Engine Type    - RECIPROCATING-CARBURETOR
    No. of Seats   -       2                 Rated Power    -       85 HP
---------------------------------------------------------------------------------------------------------------
-- -Environment/Operations Information----
  Weather Data                                 Itinerary                                 Airport Proximity
    Wx Briefing       - FSS                      Last Departure Point                      OFF AIRPORT/STRIP
      Method          - TELEPHONE                  SAME AS ACC/INC
      Completeness    - WEATHER NOT PERTINENT    Destination                             Airport Data
    Basic Weather     - VMC                        LOCAL                                   SOUTH NORFOLK
      Wind Dir/Speed- 240/010 KTS                                                          Runway Ident      - 20
      Visibility      -    15.0   SM           ATC/Airspace                                Runway Lth/Wid    -  2575/   80
      Lowest Sky/Clouds  -      CLEAR            Type of Flight Plan - NONE                Runway Surface    - GRASS/TURF
      Lowest Ceiling          - NONE             Type of Clearance   - NONE                Runway Status     - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
---------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -      29              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
     Certificate(s)/Rating(s)              Biennial Flight Review                   Flight Time (Hours)
       COMMERCIAL,CFI                        Current        - YES       Total        -    812         Last 24 Hrs -       3
       SE LAND                               Months Since   - 17        Make/Model-       370         Last 30 Days- UNK/NR
                                             Aircraft Type  - UNK/NR    Instrument-       116         Last 90 Days-      59
                                                                        Multi-Eng -         6

       Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------
----Narrative----
THE STUDENT PLT WAS MAKING A TAKEOFF FROM RWY 20 WITH AN ESTIMATED 10 KT RIGHT X-WIND. AFTER ABOUT 800 FT OF GROUND
RUN, THE ACFT LIFTED OFF AT APRX 65 MPH. AT AN ALT OF ABOUT 30 FT, THE ACFT BEGAN TO SETTLE IN A LEFT DRIFT AS IT
FLEW ABEAM TREES ON THE RIGHT SIDE OF THE RWY. AT THIS POINT, THE INSTRUCTOR TOOK CONTROL OF THE ACFT, BUT COULD
NOT ARREST THE DRIFT OR SINK RATE. HE ELECTED TO TURN LEFT INTO A FIELD ON THE LEFT SIDE OF THE RWY TO AVOID TREES &
A DITCH. THE ACFT TOUCHED DOWN IN THE FIELD & THE RIGHT MAIN GEAR SEPARATED FROM THE FUSELAGE. THE ACFT THEN GROUND
LOOPED TO THE RIGHT & CAME TO REST INVERTED AFTER SKIDDING ABOUT 50 FT.

-------------------------------------------------------PAGE-330--------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1193 5/06/85 CHESAPEAKE,VA A/C Reg. No. N2034V Time (Lcl) - 0845 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - DUAL STUDENT
5. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
6. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
7. OBJECT - TREE(S)
8. MANEUVER - PERFORMED - PILOT IN COMMAND(CFI)
9. REMEDIAL ACTION - DELAYED -

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation OTHER

Finding(s)
10. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

```
                         National Transportation Safety Board
                               Washington, D.C. 20594


                                  Brief of Accident

    File No. - 1190      5/07/85    WAYNESBORO,VA             A/C Reg. No. N8579S           Time (Lcl) - 1050 EDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                      Injuries
                                                                  SUBSTANTIAL              Fatal   Serious   Minor    None
      Type of Operation          -PERSONAL                       Fire               Crew     0        0        0        1
      Flight Conducted Under     -14 CFR 91                       NONE              Pass     0        0        0        0
      Accident Occurred During   -TAKEOFF
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA 182H                  Eng Make/Model - CONTINENTAL O-470-R      ELT Installed/Activated - YES/NO
      Landing Gear   - TRICYCLE-FIXED               Number Engines -  1                          Stall Warning System - YES
      Max Gross Wt   -    2800                      Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       4                      Rated Power    -     230 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
     Weather Data                                  Itinerary                                   Airport Proximity
       Wx Briefing      - FSS                        Last Departure Point                        ON AIRPORT
         Method         - TELEPHONE                    SAME AS ACC/INC
         Completeness   - WEATHER NOT PERTINENT     Destination                                Airport Data
       Basic Weather    - VMC                          KNOXVILLE,TN                               WAYNESBORO
         Wind Dir/Speed- 350/006 KTS                                                              Runway Ident     - 23
         Visibility     -    25.0    SM             ATC/Airspace                                  Runway Lth/Wid   -   2009/    50
         Lowest Sky/Clouds  -        8000 FT          Type of Flight Plan - VFR                   Runway Surface   - ASPHALT
         Lowest Ceiling         -    8000 FT BROKEN   Type of Clearance   - NONE                  Runway Status    - DRY
         Obstructions to Vision- NONE                 Type Apch/Lndg      - NONE
         Precipitation          - NONE
         Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                           Age -      39             Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
        Certificate(s)/Rating(s)                 Biennial Flight Review                     Flight Time (Hours)
           PRIVATE                                  Current        - YES       Total      -     526        Last 24 Hrs - UNK/NR
           SE LAND                                  Months Since   - 15        Make/Model-     217        Last 30 Days- UNK/NR
                                                    Aircraft Type  - UNK/NR    Instrument-       8        Last 90 Days-       6
                                                                               Multi-Eng -       3


           Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
DURING THE TAKEOFF ROLL, THE PILOT NOTICED THAT THE LEFT DOOR WAS OPEN. WHILE ATTEMPTING TO CLOSE THE DOOR, HE FAILED
TO MAINTAIN DIRECTIONAL CONTROL AND THE AIRCRAFT SUBSEQUENTLY STRUCK TREES ALONG THE SOUTH SIDE OF RUNWAY 23.
------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1190   5/07/85   WAYNESBORO,VA   A/C Reg. No. N8579S   Time (Lcl) - 1050 EDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
1. DOOR,EXTERIOR CREW - OPEN
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2   ON GROUND COLLISION WITH OBJECT
Phase of Operation   TAKEOFF - GROUND RUN

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1192 5/08/85 ELKTON,VA A/C Reg. No. N16830 Time (Lcl) - 1155 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SHENANDOAH,VA
Destination
SAME AS ACC/INC

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
ELKTON
Runway Ident - 22
Runway Lth/Wid - 1800/ 150
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 76
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 598
Make/Model- 598
Instrument- 36
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 34

Instrument Rating(s) - NONE

----Narrative----

AFTER ARRIVING AT THE ELKTON ARPT, THE PLT EXECUTED 2 PRACTICE EMERG APPROACHES WITH GO-AROUNDS, THEN MADE AN APPROACH TO LANDING ON RWY 22. ACCORDING TO HIM, 2 OF 3 SECONDS BEFORE TOUCHDOWN, THE ACFT BALLOONED, THEN LANDED HARD, BOUNCED & STALLED. THE NOSE GEAR COLLAPSED & THE ACFT SLID IN THE DIRECTION OF LANDING FOR APRX 40 FT BEFORE OVERTURNING & COMING TO REST INVERTED.

File No. - 1192 5/08/85 ELKTON,VA A/C Reg. No. N16830 Time (Lcl) - 1155 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

```
                              National Transportation Safety Board
                                    Washington, D.C. 20594



                                       Brief of Accident
      File No. - 1152       8/16/85    LEESBURG,VA
----------------------------------------------------------------  A/C Reg. No. N7144Q          Time (Lcl) - 1620 EST
----Basic Information-------------------------------------------------------------------------------------------------
      Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage
                                                                                                Injuries
      Type of Operation           -PERSONAL                       SUBSTANTIAL         Fatal   Serious   Minor    None
      Flight Conducted Under      -14 CFR 91                      Fire          Crew    0        0        0        1
      Accident Occurred During    -LANDING                        NONE          Pass    0        0        0        0
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - CESSNA U206
      Landing Gear   - TRICYCLE-FIXED          Eng Make/Model  - CONTINENTAL IO-520-F-9    ELT Installed/Activated - YES-UNK/NR
      Max Gross Wt   -    3600                 Number Engines  -  1                          Stall Warning System - YES
      No. of Seats   -       6                 Engine Type     - RECIP-FUEL INJECTED
                                               Rated Power     -    300 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
     Weather Data                               Itinerary
       Wx Briefing      - FSS                     Last Departure Point                 Airport Proximity
         Method         - TELEPHONE                 GAITHERSBURG,MD                      OFF AIRPORT/STRIP
         Completeness   - FULL                    Destination
       Basic Weather    - VMC                       SAME AS ACC/INC                    Airport Data
         Wind Dir/Speed- VARIABLE                                                        LEESBURG
         Visibility     -    10.0    SM          ATC/Airspace                            Runway Ident     - 35
         Lowest Sky/Clouds  -     3000 FT SCATTERED  Type of Flight Plan - NONE          Runway Lth/Wid   -  3500/    75
         Lowest Ceiling       -   7000 FT BROKEN     Type of Clearance   - VFR           Runway Surface   - ASPHALT
         Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING  Runway Status  - DRY
         Precipitation        - NONE
         Condition of Light   - DAYLIGHT .
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
     Pilot-In-Command
       Certificate(s)/Rating(s)             Age -      27                 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
          PRIVATE                           Biennial Flight Review                   Flight Time (Hours)
          SE LAND                             Current         - YES        Total        -     91         Last 24 Hrs  -     4
                                              Months Since  -  0           Make/Model-       14         Last 30 Days- UNK/NR
                                              Aircraft Type - U-206        Instrument-       13         Last 90 Days-      8

         Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS ON A ROUND-ROBIN X-COUNTRY FLT FROM LEESBURG TO MANASSAS, VA, GAITHERSBURG, MD & RETURN TO LEESBURG.
WHEN THE PLT DEPARTED GAITHERSBURG ON THE FINAL LEG OF THE FLT, HE ESTIMATED HE HAD 11 GAL OF FUEL. HE REPORTED
THAT DURING ARRIVAL AT LEESBURG, THE ENG LOST POWER AS THE ACFT WAS TURNING ONTO FINAL APCH FOR RWY 35. AT THAT
TIME, THE PLT NOTED THAT THE LEFT FUEL GAGE INDICATED ABOUT 3/8 FULL, SO HE MOVED THE FUEL SELECTOR TO THAT POSITION.
REPORTEDLY, THE RIGHT FUEL GAGE INDICATED AT OR NEAR EMPTY. THE PLT WAS UNABLE TO START THE ENG. SUBSEQUENTLY, DURING
AN EMERG LANDING, THE ACFT HIT A FENCE & NOSED OVER. NO USABLE FUEL WAS FOUND IN THE ACFT DURING A POST-CRASH EXAM.
----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1152 8/16/85 LEESBURG,VA A/C Reg. No. N71440 Time (Lcl) - 1620 EST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

Brief of Accident

File No. - 1168   8/31/85   DANBY,VT   A/C Reg. No. N66190   Time (Lcl) - 2200 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Injuries Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 020/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1500 FT PART OBS
Lowest Ceiling - 2000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary
Last Departure Point
RUTLAND,VT
Destination
CALDWELL,NJ

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
RUTLAND
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 31
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 425
Make/Model- 135
Instrument- 13
Last 24 Hrs - 2
Last 30 Days- 2
Last 90 Days- 14
Rotorcraft - 3

Instrument Rating(s) - NONE

----Narrative----

THE PILOT OF N66190 RECEIVED A WEATHER BRIEFING FROM LEBANON FLIGHT SERVICE STATION AND WAS ADVISED OF LOW CEILINGS AND ALSO ADVISED THAT VISUAL FLIGHT RULES FLIGHT WAS NOT RECOMMENDED. AT ABOUT THE TIME N66190 WAS DEPARTING RUTLAND, VERMONT, A HELICOPTER PILOT FLYING IN THE AREA REPORTED THE CEILINGS TO BE AT ABOUT 1500 WITH GOOD VISIBILITY UNDERNEATH. AT 2147 EDT, N66190 CONTACTED THE LEBANON FSS BY RADIO AND STATED THAT HE WAS ENROUTE TO CALDWELL, NEW JERSEY. THE PILOT REQUESTED THE WEATHER FOR ALBANY AND POUGHKEEPSIE, NEW YORK. THE CURRENT WEATHER WAS PROVIDED AND ACKNOWLEDGED. NO FURTHER TRANSMISSIONS WERE RECEIVED FROM N66190. THE AIRCRAFT WAS LOCATED APPROXIMATELY 15 MILES SOUTHWEST OF RUTLAND COUNTY STATED AIRPORT AT AN ALTITUDE OFABOUT 3100 FEET.

Brief of Accident (Continued)

File No. - 1168 8/31/95 DANBY,VT A/C Reg. No. N66190 Time (Lcl) - 2200 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. WEATHER CONDITION - LOW CEILING
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
8. CLEARANCE - INADEQUATE - PILOT IN COMMAND
9. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,8,9

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1097 9/04/85 POST MILLS,VT A/C Reg. No. N4976A Time (Lcl) - 1215 EDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	1	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 152A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 270/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data
POST MILLS
Runway Ident - 22
Runway Lth/Wid - 2600/ 100
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,SE SEA
GLIDER

Age - 66
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 3443
Make/Model - 35
Instrument - 136
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 14

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER REVIEWING AIR MANEUVERS, A NORMAL APCH WAS MADE TO LAND ON RWY 22. THE ACFT LANDED ON ALL 3 WHEELS & BOUNCED INTO THE AIR, THEN IT WENT TO THE LEFT OF THE RWY. WHILE THE PLT WAS TURNING RIGHT TO AVOID TREES & TO RECOVER FROM THE BOUNCED LANDING, THE RIGHT WING & NOSE WHEEL COLLIDED WITH THE RWY. THE NOSE WHEEL COLLAPSED & THE LEFT WING COLLIDED WITH THE GROUND. THE ACFT CAME TO REST IN A NEAR LEVEL ATTITUDE.

Brief of Accident (Continued)

File No. - 1097 9/04/85 POST MILLS,VT A/C Reg. No. N4976A Time (Lcl) - 1215 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

BEST COPY AVAILABLE

Brief of Accident

File No. - 1082 5/05/85 SPOKANE,WA A/C Reg. No. N8365F Time (Lcl) - 0835 PDT

----Basic Information----
Type Operating Certificate-ON-DEMAND AIR TAXI
Type of Operation -AERIAL OBSERVATION
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

----Aircraft Information----
Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 375 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
UNMARKED HELIPAD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND
HELICOPTER

Age - 49
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 11300
Make/Model- 1000
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 30
Rotorcraft - 8500

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----
THE HELICOPTER WAS ON A FLT TO A TV STATION TO TRANSPORT A TV CAMERA MAN & HIS GEAR. THE REGULAR PLT FOR THIS TRIP WAS UNABLE TO FLY, SO ANOTHER WAS RETAINED FOR THE FLT. THIS WAS HIS 1ST FLT TO THE STATION. HELICOPTER OPERATIONS AT THE TV STATION WERE CONDUCTED FROM A PARKING LOT. AN UNMARKED AREA IN THE NORTHEAST CORNER OF THE PARKING LOT WAS INTENDED TO BE USED AS A HELIPAD. OPERATIONS TO THE HELIPAD REQUIRED THAT THE HELICOPTER BE MANEUVERED IN THE VICINITY OF TV TOWERS & GUY WIRES. ONE DOUBLE STRAND OF GUY WIRES CROSSED OVER THE PARKING LOT BETWEEN THE CENTER & FAR CORNER OF THE PARKING LOT, AWAY FROM THE HELIPAD, NEAR THE TV STATION (BUILDING). WITNESSES REPORTED THAT THE PLT ENTERED THE PARKING LOT FROM THE NORTHEAST & LANDED NEAR 2 LIGHT STANDARDS BELOW THE DOUBLE STRAND OF GUY WIRES. HE EGRESSED & HELPED THE CAMERA MAN WITHOUT SHUTTING DOWN THE ENG. DURING TAKEOFF, THE MAIN ROTOR BLADES HIT A GUY WIRE & THE HELICOPTER CRASHED & BURNED IN THE PARKING LOT, A SHORT DISTANCE FROM THE LIFT-OFF POINT.

Brief of Accident (Continued)

File No. - 1082 5/05/85 SPOKANE,WA A/C Reg. No. N8365F Time (Lcl) - 0835 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. OBJECT - GUY WIRE
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

BEST COPY AVAILABLE

Brief of Accident

File No. - 1002 6/25/85 HOQUIAM,WA A/C Reg. No. N4991D Time (Lcl) - 1045 PDT

----Basic Information----
Type Operating Certificate-EXTERNAL LOAD
Type of Operation -OTHER WORK USE
Flight Conducted Under -14 CFR 133
Accident Occurred During -HOVER

Aircraft Damage
NONE
Fire
NONE

Injuries

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0
Other	1	0	0	0

----Aircraft Information----
Make/Model - BELL UH-1B
Landing Gear - SKID
Max Gross Wt - 7200
No. of Seats - 6

Eng Make/Model - LYCOMING T53-11D
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 684 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

----Environment/Operations Information----
Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----
Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Instrument Rating(s) - AIRPLANE

Age - 50
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 13700
Make/Model- 2370
Instrument- 170
Multi-Eng - 100
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 190
Rotorcraft - 12000

----Narrative----
THE HELICOPTER WAS BEING USED DURING AN EXTERNAL LOAD OPERATION TO MOVE LARGE BLOCKS OF WOOD. HOWEVER, WHILE HOVERING, THE SLING BROKE. SUBSEQUENTLY, A BLOCK OF WOOD STRUCK A COMPANY EMPLOYEE ON THE HEAD WHILE HE WAS WORKING ON THE GROUND. THE EMPLOYEE WAS FATALLY INJURED.

Brief of Accident (Continued)

File No. - 1002 6/25/85 HOQUIAM,WA A/C Reg. No. N4991D Time (Lcl) - 1045 PDT

Occurrence MISCELLANEOUS/OTHER
Phase of Operation HOVER

Finding(s)
1. PICK-UP EQUIPMENT - FAILURE,TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1104 6/25/85 BELLEVUE,WA A/C Reg. No. N16688 Time (Lcl) - 1405 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - PIPER PA-18
Landing Gear - FLOAT
Max Gross Wt - 1760
No. of Seats - 2
Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP
ELT Installed/Activated - YES/NO
Stall Warning System - NO

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 305/008 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
WHIDBEY ISLAND,WA

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER - CHOPPY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 62
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 445
Make/Model- 132
Instrument- 20
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 27

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT DURING THE PRE-FLT CHECK, SHE NEGLECTED TO UNTIE THE REAR SEAT BELT FROM THE AFT CONTROL STICK. STANDARD PROCEDURE FOR TAXI & TAKEOFF IN THIS FLOAT PLANE WAS TO KEEP THE STICK FULL AFT. SINCE THE ACFT WAS LOW ON FUEL & WAS TAKING OFF IN A HEADWIND, IT LIFTED OFF EARLY. AT THAT TIME, THE PLT "TRIED TO MOVE THE STICK FORWARD AND FOUND IT LOCKED." SHE RETARDED THE POWER AT ABOUT 50 FT ABOVE THE WATER. THE ACFT THEN NOSED DOWN & HIT THE WATER. THE PLT WAS WEARING A SPECIAL SAFETY HARNESS & WAS NOT INJURED. SHE STATED THAT HER PREFLT WAS TOO CASUAL. SHE RECOMMENDED BEING METHODICAL & USING A CHECK LIST.

Brief of Accident (Continued)

File No. - 1104   6/25/85   BELLEVUE,WA   A/C Reg. No. N16688   Time (Lcl) - 1405 PDT

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)
1. FLT CONTROL SYST,ELEVATOR CONTROL - MOVEMENT RESTRICTED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. CHECKLIST - NOT USED -
4. LIFT-OFF - UNCONTROLLED -

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   TAKEOFF

Finding(s)
5. ABORTED TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1080 6/29/85 OAK HARBOR,WA A/C Reg. No. N5KB Time (Lcl) - 1505 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

----Aircraft Information----

Make/Model - KIBLER-BEDE BD-5B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 850
No. of Seats - 1

Eng Make/Model - XENOAH GT2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

----Environment/Operations Information----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/013 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
KENT,WA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

---- Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1800
Make/Model- 650
Instrument- 0
Multi-Eng - 50
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

PRIOR TO THE ACDNT, WITNESSES APRX 9 MI SW OF THE CRASH SITE SAW AN ACFT (MATCHING THE DESCRIPTION OF N5KB) FLYING AT ABOUT 100 TO 200 FT OVER THE WATER ON A NE HEADING. IT THEN PULLED UP IN A STEEP CLIMBING TURN TOWARD THE SHORELINE. NO KNOWN WITNESSES SAW THE ACDNT; HOWEVER, SEVERAL PERSONS CLEARLY HEARD THE ENG SPUTTERING OR CUTTING IN & OUT JUST PRIOR THE THE CRASH. AN EXAM OF THE CRASH SITE REVEALED THE ACFT HAD IMPACTED IN TREES WHILE IN A STEEP DESCENT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND THAT WOULD HAVE CAUSED A LOSS OF CONTROL. THE ACFT WAS EQUIPPED WITH A 3 CYLINDER, 2 CYCLE, RECIPROCATING ENG WHICH HAD 3 CARBURETORS. WATER & FOREIGN MATERIAL WERE FOUND IN THE BOWLS OF ALL 3 CARBURETORS. ALSO, THE ACFT FUEL FILTER WAS FOUND TO BE CONTAMINATED WITH WATER & FOREIGN MATERIAL. DURING AN ENG TEARDOWN, EVIDENCE OF OVERHEATING & SCOURING OF THE #3 PISTON & CYLINDER WAS ALSO NOTED.

Brief of Accident (Continued)

File No. - 1080 3/29/85 OAK HARBOR,WA A/C Reg. No. N5KB Time (Lcl) - 1505 PDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation UNKNOWN

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - CONTAMINATION
3. FLUID,FUEL - WATER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1064 7/20/85 CHESAW,WA A/C Reg. No. N1935Z Time (Lcl) - 1900 PDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

----Aircraft Information----

Make/Model - CESSNA 150C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
CHESAW,WA
Destination
LOCAL

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data
Runway Ident - UNK/NR
Runway Lth/Wid - 1200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 55
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - UNK/NR
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT LANDED ON AN UNNAMED, 1200 FT LANDING STRIP IN CALM WIND CONDITIONS. HE STATED THAT DURING THE LANDING, HE MISJUDGED THE DISTANCE & OVERRAN THE RWY. AFTER DEPARTING THE RWY, THE ACFT ENCOUNTERED TERRAIN WITH A TREE ROOT SYSTEM & NOSED OVER.

Brief of Accident (Continued)

File No. - 1064 7/20/85 CHESAW,WA A/C Reg. No. N1935Z Time (Lcl) - 1900 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED -

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

```
                         National Transportation Safety Board
                              Washington, D.C. 20594



                                 Brief of Accident

   File No. - 1062       8/13/85    BELLINGHAM,WA              A/C Reg. No. N10647            Time (Lcl) - 1250 PDT
------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                  SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                        Fire                 Crew     0        0        0        1
     Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        0        0        0
     Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150L               Eng Make/Model - CONTINENTAL O-200-A        ELT Installed/Activated - YES/NO
     Landing Gear   - TRICYCLE-FIXED            Number Engines -  1                            Stall Warning System - YES
     Max Gross Wt   -    1600                   Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                   Rated Power    -     110 HP
------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
     Wx Briefing      - FSS                      Last Departure Point                      ON AIRSTRIP
       Method         - TELEPHONE                  AUBURN,WA
       Completeness   - WEATHER NOT PERTINENT    Destination                             Airport Data
     Basic Weather    - VMC                        BELLINGHAM,WA                           ANDERSON'S
       Wind Dir/Speed- UNK/NR                                                              Runway Ident     - 15
       Visibility     -    45.0   SM           ATC/Airspace                                Runway Lth/Wid   - UNK/NR
       Lowest Sky/Clouds  -     CLEAR            Type of Flight Plan - VFR                 Runway Surface   - GRASS/TURF
       Lowest Ceiling          - NONE            Type of Clearance    - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE              Type Apch/Lndg       - TRAFFIC PATTERN
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      51           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         PRIVATE                              Current        - YES     Total       -    311      Last 24 Hrs -        2
         SE LAND                              Months Since   -  6      Make/Model-    311      Last 30 Days- UNK/NR
                                              Aircraft Type  - C-150   Instrument-     27      Last 90 Days-      27


        Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT, WHO WAS UNFAMILIAR WITH THE AREA, WAS GIVEN DIRECTIONS & TRAFFIC PATTERN INFO TO THE MEADOWS MIST ARPT, A
A PVT/CHARTED STRIP NEAR BELLINGHAM, WA. SHE CAME UPON A SIMILAR GRASS STRIP IN THAT AREA WITH A PARKED ACFT ON IT.
THINKING THIS UNCHARTED AIRSTRIP WAS HER DESTINATION, SHE LANDED. WHILE LANDING, SHE REALIZED THAT SHE WAS ON A STRIP
THAT WAS MUCH SHORTER THAN THE 2000 FT STRIP THAT SHE HAD INTENDED TO LAND ON. SUBSEQUENTLY, THE ACFT WENT OFF THE
DEPARTURE END OF THE RWY & INTO A BLUEBERRY PATCH.

------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1063 8/13/85 BELLINGHAM,WA A/C Reg. No. N10647 Time (Lcl) - 1250 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
1. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)
2. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

BEST COPY AVAILABLE

Brief of Accident

File No. - 1010   5/02/85   SUSSEX,WI   A/C Reg. No. N5182C   Time (Lcl) - 0858 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)
Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
SUBSTANTIAL
Fire
NONE

Injuries	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	1

----Aircraft Information----

Make/Model - BEECH B35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4
Eng Make/Model - CONTINENTAL E-225-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP
ELT Installed/Activated - YES/NO
Stall Warning System - YES

----Environment/Operations Information----

Weather Data
Wx Briefing - FSS
Method - IN PERSON
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
MILWAUKEE,WI
Destination
VERMILLION,SD

ATC/Airspace
Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

----Personnel Information----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - B35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4840
Make/Model- 80
Instrument- 706
Multi-Eng - 2500
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

----Narrative----

A STUDENT PLT WAS ON HIS 1ST SOLO X-COUNTRY FLT IN A CESSNA 152, N6464L. AFTER TAKING OFF AT THE BROOKFIELD ARPT (ELEV 850 FT), HE HAD CLIMBED TO 2000 FT MSL AND WAS HEADING 350 DEG WHEN HE SAW A BEECH B35 (BONANZA), N5182C, CONVERGING FROM HIS RIGHT. THE STUDENT TOOK EVASIVE ACTION, BUT THE PROP & RIGHT WING TIP OF THE BEECH B35 HIT THE RIGHT HORIZONTAL STABILIZER, RIGHT WING ROOT & RIGHT FLAP OF THE CESSNA. THE COMMERCIALLY RATED PLT OF THE BEECH B35 WAS CRUISING WESTBOUND AT 2000 FT MSL. HE DID NOT SEE THE CESSNA UNTIL AFTER THE COLLISION. BOTH ACFT WERE SUBSTANTIALLY DAMAGED, BUT BOTH CONTINUED FLYING & WERE LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1010 5/02/85 SUSSEX,WI A/C Reg. No. N5182C Time (Lcl) - 0858 CDT

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

```
     File No. - 1010       5/02/85    SUSSEX,WI                  A/C Reg. No. N6464L            Time (Lcl) - 0858 CDT
----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                       Injuries
                                                                  SUBSTANTIAL                 Fatal   Serious   Minor     None
     Type of Operation        -INSTRUCTIONAL                     Fire                  Crew      0       0         0        1
     Flight Conducted Under   -14 CFR 91                          NONE                 Pass      0       0         0        0
     Accident Occurred During -CLIMB                                                   Other     0       0         0        2
----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model    - CESSNA 152               Eng Make/Model  - LYCOMING O-235-L2C       ELT Installed/Activated - YES/NO
     Landing Gear  - TRICYCLE-FIXED           Number Engines  -  1                          Stall Warning System - YES
     Max Gross Wt  -    1670                  Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats  -      2                   Rated Power     -     110 HP
----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                   Airport Proximity
     Wx Briefing      - FSS                     Last Departure Point                        OFF AIRPORT/STRIP
       Method         - TELEPHONE                 BROOKFIELD,WI
       Completeness   - FULL                   Destination                                Airport Data
     Basic Weather    - VMC                       OSHKOSH,WI
       Wind Dir/Speed- 310/010 KTS                                                          Runway Ident     - N/A
       Visibility     -    15.0   SM          ATC/Airspace                                  Runway Lth/Wid   - N/A
       Lowest Sky/Clouds  -    CLEAR            Type of Flight Plan - VFR                   Runway Surface   - N/A
       Lowest Ceiling       - NONE              Type of Clearance   - NONE                  Runway Status    - N/A
       Obstructions to Vision- NONE             Type Apch/Lndg      - PRECAUTIONARY LANDING
       Precipitation        - NONE
       Condition of Light   - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -      34            Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
        STUDENT                               Current        - N/A        Total       -     71       Last 24 Hrs -       2
                                              Months Since   - N/A        Make/Model-       65       Last 30 Days- UNK/NR
                                              Aircraft Type  - N/A        Instrument-        3       Last 90 Days-      20

        Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------
----Narrative----
A STUDENT PLT WAS ON HIS 1ST SOLO X-COUNTRY FLT IN A CESSNA 152, N6464L. AFTER TAKING OFF AT THE BROOKFIELD ARPT
(ELEV 850 FT), HE HAD CLIMBED TO 2000 FT MSL & WAS HEADING 350 DEG WHEN HE SAW A BEECH B35 (BONANZA), N5182C,
CONVERGING FROM HIS RIGHT. THE STUDENT TOOK EVASIVE ACTION, BUT THE PROP & RIGHT WING TIP OF THE BEECH B35 HIT THE
RIGHT HORIZONTAL STABILIZER, RIGHT WING ROOT & RIGHT FLAP OF THE CESSNA. THE COMMERCIALLY RATED PLT OF THE BEECH B35
WAS CRUISING WESTBOUND AT 2000 FT MSL. HE DID NOT SEE THE CESSNA UNTIL AFTER THE COLLISION. BOTH ACFT WERE SUBSTANTIALLY
DAMAGED, BUT BOTH CONTINUED FLYING & WERE LANDED WITHOUT FURTHER INCIDENT.
```

Brief of Accident (Continued)

File No. - 1010   5/02/85   SUSSEX,WI   A/C Reg. No. N3464L   Time (Lcl) - 0858 CDT

Occurrence   MIDAIR COLLISION
Phase of Operation   CLIMB

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - PERFORMED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1156       5/23/85    MIDDLETON,WI             A/C Reg. No. N6144V           Time (Lcl) - 0845 CDT
--------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                         Injuries
                                                                SUBSTANTIAL                      Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                       Fire                       Crew     0        0        1       0
    Flight Conducted Under     -14 CFR 91                       NONE                      Pass     0        0        0       0
    Accident Occurred During   -TAKEOFF
--------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 35-C33              Eng Make/Model - CONTINENTAL IO-470-K    ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE      Number Engines -  1                         Stall Warning System - YES
    Max Gross Wt   -   2700                    Engine Type    - RECIP-FUEL INJECTED
    No. of Seats   -      4                    Rated Power    -     225 HP
--------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                Itinerary                                 Airport Proximity
    Wx Briefing      - COMMERCIAL WX SERVICE     Last Departure Point                      OFF AIRPORT/STRIP
      Method         - TV/RADIO                    SAME AS ACC/INC
      Completeness   - WEATHER NOT PERTINENT    Destination                             Airport Data
    Basic Weather   - VMC                          WEST CHICAGO,IL                         MOREY
      Wind Dir/Speed- 310/006 KTS                                                          Runway Ident     - 31
      Visibility     -    10.0   SM            ATC/Airspace                                Runway Lth/Wid   -  2975/   25
      Lowest Sky/Clouds  -     THIN BKN          Type of Flight Plan - NONE                Runway Surface   - ASPHALT
      Lowest Ceiling         - NONE              Type of Clearance   - NONE                Runway Status    - DRY
      Obstructions to Vision- NONE               Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
--------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                          Age -     42            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
    Certificate(s)/Rating(s)               Biennial Flight Review                Flight Time (Hours)
      COMMERCIAL                              Current        - YES      Total       -    2762         Last 24 Hrs -       1
      SE LAND                                 Months Since   - 17       Make/Model-     2046         Last 30 Days- UNK/NR
                                              Aircraft Type  - BE-C33   Instrument-      658         Last 90 Days-      59
                                                                        Multi-eng -        0         Rotorcraft  -       0

      Instrument Rating(s)  - AIRPLANE
--------------------------------------------------------------------------------------------------------------------
----Narrative----
AT LIFT-OFF DURING THE DEPARTURE, THE PLT NOTICED OIL SPRAY ON THE WINDSHIELD. HE INITIATED AN ABORTED TAKEOFF BY
RETARDING THE THROTTLE, THEN REALIZED THERE WAS INSUFFICIENT RWY REMAINING, SO HE APPLIED FULL THROTTLE AGAIN.
HOWEVER, THE ENG DID NOT RESPOND TO THE RAPID THROTTLE ADVANCEMENT. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY NEAR THE
DEPARTURE END, HIT A DIRT BANK ADJACENT TO A DITCH & NOSED OVER. ARPT PERSONNEL REPORTED THAT THE PLT HAD SERVICED
THE ACFT WITH OIL, BUT HAD FORGOTTEN TO REINSTALL THE OIL FILLER CAP.

--------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1156 5/23/85 MIDDLETON,WI A/C Reg. No. N6144V Time (Lcl) - 0845 CDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF

Finding(s)
1. LUBRICATING SYSTEM - OTHER
2. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE -
4. FLUID,OIL - LEAK

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)
5. ABORTED TAKEOFF
6. TERRAIN CONDITION - DITCH
7. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 4,6,7

BEST COPY AVAILABLE

```
                              National Transportation Safety Board
                                    Washington, D.C. 20594


                                       Brief of Accident

     File No. - 1167       7/25/85    BRODHEAD,WI              A/C Reg. No. N13708            Time (Lcl) - 0920 CDT
-----------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                          Injuries
                                                                DESTROYED                   Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire               Crew       0        1        0        0
     Flight Conducted Under     -14 CFR 91                      NONE               Pass       0        0        0        0
     Accident Occurred During   -DESCENT
-----------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - NEYMAN-PIETENPOL GN-2         Eng Make/Model - FRANKLIN 4AC-176-BA-2     ELT Installed/Activated - YES/NO
     Landing Gear   - TAILWHEEL-ALL FIXED           Number Engines -  1                           Stall Warning System - NO
     Max Gross Wt   -    1100                       Engine Type    - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                       Rated Power    -       65 HP
-----------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                 Itinerary                                   Airport Proximity
     Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                        ON AIRPORT
       Method         - N/A                         SAME AS ACC/INC
       Completeness   - N/A                      Destination                              Airport Data
     Basic Weather    - VMC                         LOCAL                                    BRODHEAD
       Wind Dir/Speed- VARIABLE                                                              Runway Ident     - 21
       Visibility     -     9.0   SM            ATC/Airspace                                 Runway Lth/Wid   -   1520 -UNK/NR
       Lowest Sky/Clouds  -     CLEAR             Type of Flight Plan - NONE                 Runway Surface   - GRASS/TURF
       Lowest Ceiling         - NONE              Type of Clearance   - NONE                 Runway Status    - DRY
       Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
-----------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                            Age -     64            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                  Biennial Flight Review                  Flight Time (Hours)
         PRIVATE                                   Current      - YES       Total      -   2511        Last 24 Hrs -      5
         SE LAND                                   Months Since - 13        Make/Model-     250        Last 30 Days-     15
                                                   Aircraft Type - C-172    Instrument-     565        Last 90 Days-     21


         Instrument Rating(s)  - AIRPLANE
-----------------------------------------------------------------------------------------------------------------------
----Narrative----
THE ACFT WAS OBSERVED MAKING STEEP TURNS AT ABOUT 500 FT AGL JUST PRIOR TO THE ACDNT. ONE WITNESS STATED THAT THE
AIRSPEED WAS DECAYING DURING THESE TURNS & THE ACFT STALLED WHILE IN A STEEP BANK. REPORTEDLY, THE ACFT BEGAN SPINNING,
THEN THE PLT STOPPED THE SPIN & WAS RECOVERING IN A WINGS LEVEL ATTITUDE WHEN THE PLANE COLLIDED WITH TREES. THE ENG
WAS AT FULL POWER WHEN THE ACFT CONTACTED THE TREES.

-----------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1167 7/25/85 BRODHEAD WI A/C Reg. No. N13708 Time (Lcl) - 0920 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. MANEUVER - PERFORMED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
      File No. - 1161       3/03/85    MARTINSBURG,WV            A/C Reg. No. N5562F           Time (Lcl) - 1306 EST
------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)         Aircraft Damage                        Injuries
                                                                 SUBSTANTIAL                Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                       Fire                  Crew     0        0        1        0
     Flight Conducted Under     -14 CFR 91                       NONE                 Pass     0        0        0        0
     Accident Occurred During   -MANEUVERING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - CESSNA 150                      Eng Make/Model - CONTINENTAL O-200         ELT Installed/Activated - YES/YES
     Landing Gear   - TRICYCLE-FIXED                  Number Engines -  1                           Stall Warning System - YES
     Max Gross Wt   -    1500                         Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       2                         Rated Power     -      100 HP
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                                    Itinerary                                 Airport Proximity
     Wx Briefing      - UNK/NR                       Last Departure Point                     ON AIRPORT
       Method         - UNK/NR                         SAME AS ACC/INC
       Completeness   - WEATHER NOT PERTINENT       Destination                             Airport Data
     Basic Weather    - VMC                            LOCAL                                  EASTERN WEST VIRGINIA REG
       Wind Dir/Speed- 300/004 KTS                                                            Runway Ident     - 35
       Visibility     - UNK/NR                      ATC/Airspace                              Runway Lth/Wid   -  5001/  150
       Lowest Sky/Clouds  -     20000 FT SCATTERED   Type of Flight Plan - NONE               Runway Surface   - CONCRETE
       Lowest Ceiling         - NONE                 Type of Clearance   - NONE               Runway Status    - DRY
       Obstructions to Vision- NONE                  Type Apch/Lndg      - TRAFFIC PATTERN
       Precipitation          - NONE
       Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                          Age -     75            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
      Certificate(s)/Rating(s)                Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                 Current        - NO        Total        -     700      Last 24 Hrs -      0
         SE LAND                                 Months Since   - UNK/NR    Make/Model-        0      Last 30 Days-      0
                                                 Aircraft Type  - UNK/NR    Instrument-        0      Last 90 Days-      0


         Instrument Rating(s)  - NONE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT TOOK OFF ON RWY 35 & DEPARTED THE ARPT WITHOUT CONTACTING THE TOWER. APRX 30 MIN LATER, HE RETURNED & MADE SVRL
MISSED APCHS, STILL WITHOUT CONTACTING THE TOWER. TOWER PSNL TRIED TO COMMUNICATE WITH THE PLT & USED LIGHT SIGNALS
WHILE DIRECTING OTHER TRAFFIC. THE PLT STATED (LATER) THAT HE SAW A C-130 ACFT ON THE TAXIWAY AS WELL AS SVRL OTHER
LIGHT CIVIL ACFT IN THE AREA. HE THEN STATED THAT HE BECAME DISORIENTED & LOST CONTROL. WITNESSES REPORTED THAT THE
ACFT ENTERED A STEEP CIRCLING MANEUVER WHICH TERMINATED WHEN THE LEFT WING HIT THE GROUND & THE ACFT FINALLY CAME TO
REST BETWEEN RWY 8/26 & THE PARALLEL TAXIWAY. THE 75 YR OLD PLT HAD NO PREVIOUS EXPERIENCE IN THE CESSNA 150, HAD NOT
FLOWN IN THE PREVIOUS 90 DAYS & HAD NEVER RECEIVED A BIENNIAL FLT REVIEW.

------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1161   3/03/85   MARTINSBURG,WV   A/C Reg. No. N6562F   Time (Lcl) - 1306 EST

Occurrence #1   LOSS OF CONTROL - IN FLIGHT
Phase of Operation   APPROACH

Finding(s)
1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
3. RADIO COMMUNICATIONS - NOT USED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND
5. IMPROPER DECISION,INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
6. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. IMPROPER DECISION,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
8. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
9. GO-AROUND - PERFORMED - PILOT IN COMMAND
10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND
12. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,12

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
    File No. - 1114       6/30/85    MORGANTOWN,WV             A/C Reg. No. N6002P             Time (Lcl) - 1345 EDT
-------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-ON-DEMAND AIR TAXI              Aircraft Damage                        Injuries
                                                               DESTROYED               Fatal    Serious    Minor     None
    Type of Operation          -INSTRUCTIONAL                  Fire            Crew      0         1         0         1
    Flight Conducted Under     -14 CFR 91                      ON GROUND       Pass      0         0         0         0
    Accident Occurred During   -TAKEOFF
-------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - BEECH 76                     Eng Make/Model - LYCOMING O-360-A1G6D      ELT Installed/Activated - YES/NO
    Landing Gear   - TRICYCLE-RETRACTABLE         Number Engines -  2                          Stall Warning System - YES
    Max Gross Wt   -    3900                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -       6                      Rated Power     -      180 HP
-------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                 Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING    Last Departure Point                        ON AIRPORT
      Method          - N/A                        SAME AS ACC/INC
      Completeness    - N/A                     Destination                               Airport Data
    Basic Weather   - VMC                          FAIRMONT,WV                               MORGANTOWN MUNI
      Wind Dir/Speed- 030/005 KTS                                                            Runway Ident     - 18
      Visibility     -    15.0   SM            ATC/Airspace                                  Runway Lth/Wid   -  5199/  150
      Lowest Sky/Clouds  -      2000 FT THIN BKN  Type of Flight Plan - NONE                 Runway Surface   - ASPHALT
      Lowest Ceiling          - NONE              Type of Clearance    - VFR                 Runway Status    - DRY
      Obstructions to Vision- NONE                Type Apch/Lndg       - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                         Age -      31            Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
     Certificate(s)/Rating(s)               Biennial Flight Review                  Flight Time (Hours)
        ATP,CFI                                 Current          - YES       Total      -    6373      Last 24 Hrs -       2
        SE LAND,ME LAND                         Months Since   -  1          Make/Model-     290      Last 30 Days- UNK/NR
                                                Aircraft Type - UNK/NR       Instrument-     520      Last 90 Days-     278
                                                                             Multi-Eng -    2896      Rotorcraft   - UNK/NR

        Instrument Rating(s)  - AIRPLANE
-------------------------------------------------------------------------------------------------------------------
----Narrative----
THE CFI & DUAL STUDENT WERE ON A FLT TO FAIRMONT, WV SO THE STUDENT COULD RECEIVE A MULTI-ENG FLT EXAM. THE
STUDENT STATED THAT SHORTLY AFTER LIFT-OFF FROM RWY 18, THE CFI CLOSED THE MIXTURE CONTROL ON THE RIGHT ENG "TO
SIMULATE AN ENGINE FAILURE." THE ACFT BEGAN TO YAW TO THE RIGHT & THE STUDENT APPLIED LEFT RUDDER & AILERON TO
CORRECT THE YAW. ACCORDING TO THE CFI, THE STUDENT THEN REVERSED THE INPUTS MOMENTARILY & THE ACFT ROLLED TO THE
RIGHT. THE CFI THEN DECREASED THE PITCH ATTITUDE OF THE ACFT & LEVELED THE WINGS. HOWEVER, THE ACFT IMPACTED THE GROUND
APRX 200 FT WEST OF RWY 18 & WAS DESTROYED BY POST IMPACT FIRE. THE STUDENT STATED THAT THE ACFT HAD REACHED AN ALT OF
ABOUT 100 TO 150 FT AGL WHEN THE "SIMULATED ENGINE FAILURE" WAS INITIATED. HE FURTHER STATED THAT IT WAS A COMMON
PRACTICE FOR THE CFI TO SIMULATE AN ENG FAILURE BY CLOSING THE MIXTURE CONTROL.
-------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1114 6/30/85 MORGANTOWN,WV A/C Reg. No. N6002P Time (Lcl) - 1345 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2. MISCELLANEOUS - INTENTIONAL - PILOT IN COMMAND(CFI)
3. IMPROPER USE OF PROCEDURE,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND(CFI)
4. MIXTURE - IMPROPER USE OF -

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
5. AIRCRAFT HANDLING - NOT MAINTAINED - DUAL STUDENT
6. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1115       9/22/85    POINT PLEASANT,WV          A/C Reg. No. N21GT                 Time (Lcl) - 1815 EDT
-------------------------------------------------------------------------------------------------------------------------
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                        Injuries
                                                                SUBSTANTIAL                  Fatal   Serious   Minor    None
     Type of Operation          -PERSONAL                      Fire                  Crew      0        0        1        0
     Flight Conducted Under     -14 CFR 91                      NONE                 Pass      0        0        0        0
     Accident Occurred During   -LANDING
-------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
     Make/Model     - STARDUSTER SA-100           Eng Make/Model - LYCOMING O-290-G         ELT Installed/Activated - NO -N/A
     Landing Gear   - TAILWHEEL-ALL FIXED         Number Engines -  1                          Stall Warning System - NO
     Max Gross Wt   -    1100                     Engine Type     - RECIPROCATING-CARBURETOR
     No. of Seats   -       1                     Rated Power     -      100 HP
-------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
   Weather Data                               Itinerary                                Airport Proximity
     Wx Briefing        - NO RECORD OF BRIEFING   Last Departure Point                   OFF AIRPORT/STRIP
       Method           - N/A                        SAME AS ACC/INC
       Completeness     - N/A                    Destination                           Airport Data
     Basic Weather      - VMC                        LOCAL                                MASON COUNTY
       Wind Dir/Speed- CALM                                                               Runway Ident      - 25
       Visibility     -    10.0   SM             ATC/Airspace                             Runway Lth/Wid    -   4000/   75
       Lowest Sky/Clouds  -     SCATTERED          Type of Flight Plan - NONE             Runway Surface    - ASPHALT
       Lowest Ceiling          - NONE              Type of Clearance   - NONE             Runway Status     - N/A
       Obstructions to Vision- NONE                Type Apch/Lndg      - FORCED LANDING
       Precipitation           - NONE
       Condition of Light      - DAYLIGHT
-------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
    Pilot-In-Command                        Age -     36           Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
      Certificate(s)/Rating(s)              Biennial Flight Review                Flight Time (Hours)
         PRIVATE                                Current        - YES        Total      -     175          Last 24 Hrs -       2
         SE LAND                                Months Since  - 18          Make/Model-        2          Last 30 Days-       4
                                                Aircraft Type - 7AC         Instrument-        2          Last 90 Days-       7

         Instrument Rating(s)  - NONE
-------------------------------------------------------------------------------------------------------------------------
----Narrative----
THE PLT STATED THAT SHE MADE A NORMAL PREFLT. SHE REPORTED THAT THE FLOAT TYPE FUEL GAGE INDICATED THAT THE MAIN FUEL
TANK, WHICH HAD A CAPACITY OF 12 GAL., WAS HALF FULL. WHILE CLIMBING THRU ABOUT 500 FT AGL AFTER TAKEOFF, THE ENG
SPUTTERED & LOST POWER. THE PLT PUMPED THE THROTTLE & THE ENG BEGAN RUNNING AGAIN FOR ABOUT 1 OR 2 SECS, THEN IT
QUIT AGAIN. THE PLT TURNED AWAY FROM HOUSES & TRIED TO GLIDE TO A CORN FIELD. HOWEVER, SHE WAS UNABLE TO REACH THE
FIELD & LANDED THE ACFT IN TREES. AN EXAM OF THE ACFT REVEALED ONLY RESIDUAL FUEL WAS REMAINING IN THE MAIN FUEL
TANK & THE FUEL SELECTOR WAS IN THAT POSITION. THE LEFT AUX FUEL TANK WAS EMPTY, BUT THE RIGHT AUX TANK WAS NEARLY
FULL. DUE TO THE DESIGN OF THE MAIN FUEL TANK, THE FUEL LEVEL IN IT COULD NOT BE VISUALLY SEEN. ALSO, DUE TO THE
PLACEMENT OF THE BOBBER/FLOAT ON THE MAIN FUEL INDICATOR, THE ROD COULD STICK TO THE SIDES OF THE FILLER NECK. A
WITNESS VERIFIED THAT THE FLOAT INDICATOR GAGE INDICATED HALF FULL DURING THE PREFLT.
-------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1115 9/22/85 POINT PLEASANT,WV A/C Reg. No. N21GT Time (Lcl) - 1815 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - BINDING(MECHANICAL)
3. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1075       7/25/85    RAWLINS,WY                A/C Reg. No. N66LW               Time (Lcl) - 1515 MDT
------------------------------------------------------------------------------------------------------------------------
-- -Basic Information----
      Type Operating Certificate-NONE (GENERAL AVIATION)        Aircraft Damage                         Injuries
                                                                 DESTROYED                     Fatal    Serious    Minor     None
      Type of Operation          -PERSONAL                      Fire                  Crew       0         0          0        1
      Flight Conducted Under     -14 CFR 91                      NONE                 Pass       0         0          0        1
      Accident Occurred During   -LANDING
------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
      Make/Model     - WOOLSEY QUICKIE Q2        Eng Make/Model - REVMASTER 2100             ELT Installed/Activated - NO -N/A
      Landing Gear   - TAILWHEEL-ALL FIXED       Number Engines -  1                            Stall Warning System - NO
      Max Gross Wt   - UNK/NR                    Engine Type    - RECIPROCATING-CARBURETOR
      No. of Seats   -       2                   Rated Power    - UNK/NR
------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
    Weather Data                                 Itinerary                                  Airport Proximity
      Wx Briefing      - NO RECORD OF BRIEFING     Last Departure Point                       ON AIRPORT
        Method         - N/A                         EVANSTON,WY
        Completeness   - N/A                      Destination                              Airport Data
      Basic Weather    - VMC                         OSHKOSH,WI                                RAWLINS
        Wind Dir/Speed- 220/006 KTS                                                            Runway Ident     - 04
        Visibility     -     50.0   SM           ATC/Airspace                                  Runway Lth/Wid   -  7008/  100
        Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - VFR                 Runway Surface   - ASPHALT
        Lowest Ceiling         - NONE              Type of Clearance   - VFR                   Runway Status    - DRY
        Obstructions to Vision- NONE               Type Apch/Lndg      - TRAFFIC PATTERN
        Precipitation          - NONE                                    FULL STOP
        Condition of Light     - DAYLIGHT
------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
      Pilot-In-Command                      Age -      39               Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
        Certificate(s)/Rating(s)            Biennial Flight Review                      Flight Time (Hours)
           COMMERCIAL                          Current        - YES          Total      -    1083        Last 24 Hrs - UNK/NR
           SE LAND,ME LAND                     Months Since   - 18           Make/Model-      110        Last 30 Days- UNK/NR
                                               Aircraft Type  - UNK/NR       Instrument-       80        Last 90 Days-      40
                                                                             Multi-Eng -       20

           Instrument Rating(s)  - AIRPLANE
------------------------------------------------------------------------------------------------------------------------
----Narrative----
AFTER TAKING OFF, THE PLT NOTED THAT THE ACFT'S CG HAD SHIFTED, & AS FUEL WAS CONSUMED, THE ELEVATOR DOWN AUTHORITY
SEEM TO DECAY. HE SUSPECTED THAT BAGGAGE (STOWED BEHIND THE PLT'S SEAT & INACCESSIBLE DURING FLT) HAD SHIFTED AFT
REQUIRING GREATER THAN USUAL FORWARD STICK PRESSURE TO MAINTAIN LEVEL FLT. ALSO, HE STATED THAT DURING NORMAL OPERATION
OF THE HOME BUILT ACFT, THE MAIN WHEEL BRAKES WERE LOCKED IN FLT BECAUSE OF VIBRATION. WHEN THE PLT LANDED AT RAWLINS,
HE WAS CONCERNED ABOUT THE CG SITUATION & FORGOT TO UNLOCK THE MAIN WHEEL BRAKES.  DURING THE LANDING TOUCHDOWN, THE
ACFT VEERED LEFT ONTO DIRT TERRAIN, CROSSED A DITCH & CAME TO REST WITH SUBSTANTIAL DAMAGE.
```

Brief of Accident (Continued)

File No. - 1075   7/25/85   RAWLINS,WY   A/C Reg. No. N86LW   Time (Lcl) - 1515 MDT

Occurrence #1   LOSS OF CONTROL - ON GROUND
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)
1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FUSELAGE,CARGO COMPARTMENT - INADEQUATE
3. MISC EQPT/FURNISHINGS,CARGO RESTRAINTS - OTHER
4. INSTALLATION - NOT ATTAINED -
5. FUSELAGE,BULKHEAD - OTHER
6. INSTALLATION - NOT ATTAINED -
7. PARKING BRAKES - IMPROPER USE OF - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
9. DIRECTIONAL CONTROL - NOT POSSIBLE -
10. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2   ON GROUND COLLISION WITH TERRAIN
Phase of Operation   LANDING

Finding(s)
11. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8

Factor(s) relating to this accident is/are finding(s) 1,11

BEST COPY AVAILABLE

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1071       8/01/85    ROCK SPRINGS,WY              A/C Reg. No. N37438              Time (Lcl) - 1520 MDT
-- --------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)          Aircraft Damage                    Injuries
                                                                 SUBSTANTIAL                 Fatal   Serious   Minor    None
    Type of Operation          -PERSONAL                        Fire                  Crew     0        1        0        0
    Flight Conducted Under     -14 CFR 91                        NONE                 Pass     0        1        0        0
    Accident Occurred During   -DESCENT
----------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model      - INTERSTATE S-1A              Eng Make/Model - CONTINENTAL A-75          ELT Installed/Activated - YES-UNK/NR
    Landing Gear    - TAILWHEEL-ALL FIXED          Number Engines -  1                           Stall Warning System - NO
    Max Gross Wt    -    1200                      Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats    -       2                      Rated Power     -      75 HP
----------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                   Itinerary                                   Airport Proximity
    Wx Briefing       - UNK/NR                     Last Departure Point                        OFF AIRPORT/STRIP
      Method          - UNK/NR                       HARFORD,WY
      Completeness    - UNK/NR                    Destination                              Airport Data
    Basic Weather    - VMC                           ROCK SPRINGS,WY
      Wind Dir/Speed- 220/020 KTS                                                             Runway Ident     - N/A
      Visibility     -    80.0   SM              ATC/Airspace                                 Runway Lth/Wid   - N/A
      Lowest Sky/Clouds  -      6000 FT SCATTERED  Type of Flight Plan - NONE                 Runway Surface   - N/A
      Lowest Ceiling          - NONE               Type of Clearance    - NONE                Runway Status    - N/A
      Obstructions to Vision- NONE                 Type Apch/Lndg       - NONE
      Precipitation           - NONE
      Condition of Light      - DAYLIGHT
----------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
  Pilot-In-Command                             Age -     28              Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Certificate(s)/Rating(s)                   Biennial Flight Review                   Flight Time (Hours)
       PRIVATE                                    Current         - YES      Total      -     553        Last 24 Hrs -       8
       SE LAND                                    Months Since    - 13       Make/Model-      553        Last 30 Days- UNK/NR
                                                  Aircraft Type - UNK/NR     Instrument-        9        Last 90 Days-      91


       Instrument Rating(s)  - NONE
----------------------------------------------------------------------------------------------------------------------------
----Narrative----
WHILE ON A X-COUNTRY FLT, THE ACFT ENCOUNTERED TURBULENCE & DOWNDRAFTS  THE PLT STATED THAT AT 1ST, HE WAS NOT
CONCERNED, BUT THEN IT BECAME APPARENT THAT THE ACFT MAY IMPACT THE GROUND. THE ACFT HAD LIMITED POWER (75 HP) &
THE TERRAIN ELEVATION IN THAT AREA WAS APRX 7000 FT MSL. SUBSEQUENTLY, THE ACFT DESCENDED INTO THE GROUND & FLIPPED
OVER AFTER IMPACT.

----------------------------------------------------------------------------------------------------------------------------
```

Brief of Accident (Continued)

File No. - 1071   8/01/85   ROCK SPRINGS,WY   A/C Reg. No. N37438   Time (Lcl) - 1520 MDT

Occurrence #1   IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation   CRUISE - NORMAL

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH TERRAIN
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WEATHER CONDITION - TURBULENCE
5. WEATHER CONDITION - DOWNDRAFT
6. DESCENT - NOT CORRECTED -

Occurrence #2   IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation   DESCENT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

```
     File No. - 1072        8/08/85    MULE CREEK JCT,WY           A/C Reg. No. N5163E            Time (Lcl) - 0800 MDT
---------------------------------------------------------------------------------------------------------------------------
----Basic Information----
    Type Operating Certificate-NONE (GENERAL AVIATION)           Aircraft Damage                         Injuries
                                                                  DESTROYED                       Fatal   Serious   Minor     None
    Type of Operation           -AERIAL OBSERVATION               Fire                   Crew       0        0        0         1
    Flight Conducted Under      -14 CFR 91                        NONE                   Pass       0        0        0         0
    Accident Occurred During    -MANEUVERING
---------------------------------------------------------------------------------------------------------------------------
----Aircraft Information----
    Make/Model     - CESSNA 180                 Eng Make/Model  - CONTINENTAL O-470-K        ELT Installed/Activated - YES/YES
    Landing Gear   - TAILWHEEL-ALL FIXED        Number Engines  -  1                           Stall Warning System - YES
    Max Gross Wt   -    2800                    Engine Type     - RECIPROCATING-CARBURETOR
    No. of Seats   -      4                     Rated Power     -     230 HP
---------------------------------------------------------------------------------------------------------------------------
----Environment/Operations Information----
  Weather Data                                Itinerary                                   Airport Proximity
    Wx Briefing       - NO RECORD OF BRIEFING   Last Departure Point                        OFF AIRPORT/STRIP
      Method          - N/A                       STODDARD RANCH,WY
      Completeness    - N/A                    Destination                               Airport Data
    Basic Weather     - VMC                      LOCAL
      Wind Dir/Speed- CALM                                                                  Runway Ident      - N/A
      Visibility    -     60.0   SM          ATC/Airspace                                   Runway Lth/Wid    - N/A
      Lowest Sky/Clouds  -     CLEAR           Type of Flight Plan - NONE                   Runway Surface    - N/A
      Lowest Ceiling         - NONE            Type of Clearance   - NONE                   Runway Status     - N/A
      Obstructions to Vision- NONE             Type Apch/Lndg      - NONE
      Precipitation          - NONE
      Condition of Light     - DAYLIGHT
---------------------------------------------------------------------------------------------------------------------------
----Personnel Information----
   Pilot-In-Command                        Age -     31                Medical Certificate - EXPIRED
     Certificate(s)/Rating(s)              Biennial Flight Review                  Flight Time (Hours)
        PRIVATE                                Current          - YES      Total       -   2160        Last 24 Hrs -        3
        SE LAND                                Months Since     - 21       Make/Model-    2110        Last 30 Days- UNK/NR
                                               Aircraft Type  - C-180      Instrument- UNK/NR          Last 90 Days-       68
                                                                           Multi-Eng - UNK/NR          Rotorcraft   - UNK/NR

        Instrument Rating(s)  - NONE
---------------------------------------------------------------------------------------------------------------------------
----Narrative----
```

THE PLT WAS SPOTTING CATTLE DURING A CATTLE HERDING OPERATION. HE SAW 2 COWS WITH CALVES IN A COVE OF A CANYON THAT PERSONNEL ON THE GROUND WERE LEAVING BEHIND. THE PLT STATED THAT HE MADE A SHARP TURN & FLEW OVER THE COWS TO SHOW THEIR LOCATION TO RIDERS ON THE GROUND. HE THEN ENTERED A CLIMB & STARTED A TURN TO LEAVE WHEN THE ACFT "JUST DROPPED." THE PLT STATED THAT AS HE WAS RECOVERING, "THE AIRPLANE FLATTENED OUT JUST OFF THE GROUND." THE LEFT WING THEN DROPPED & CONTACTED THE GROUND & THE ACFT CARTWHEELED INTO A CANYON & CAME TO REST UPSIDE DOWN. THE PLT ESCAPED INJURY, BUT A DOG THAT WAS ABOARD WAS KILLED. ELEVATION OF THE CRASH SITE WAS ABOUT 4500 FT.

Brief of Accident (Continued)

File No. - 1072 8/08/85 MULE CREEK JCT,WY A/C Reg. No. N5163E Time (Lcl) - 0800 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. MANEUVER - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,7

Factor(s) relating to this accident is/are finding(s) 4

*U.S. GOVERNMENT PRINTING OFFICE:1986-491-098:40037